VOLUME III NUMBER 11

WEEK OF MARCH 24 through MARCH 30, 1966

CYCLE NEWS

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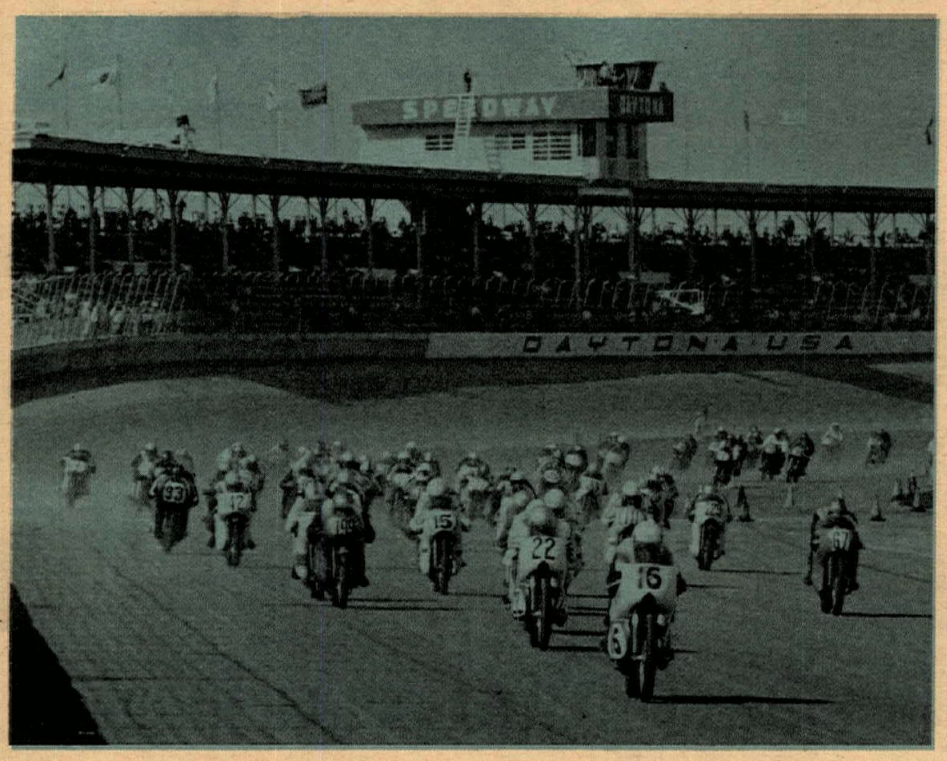


Yonder comes the thundering herd! Looks like, yes it is... Dick Hammer charging to the lead, while the rest of the 200-mile championship aspirants snuggle under the paint as their streamlined modified production bikes, tuned to the peak of performance, bellow lustily onto the straightaway, in hot pursuit. All the pictures on this page are courtesy of Daytona International Speedway, Drawer S.

ELMORE UPSETS DAYTONA GUESSERS

By Roxy Rockwood

Smiling Buddy Elmore rode into the winner's circle last Sunday at the famed Daytona International Speedway as the new 200 mile national AMA champion. It was a mild upset to many of the more than 15,000 fans that were on hand to view the 29th running of the road race classic.

It was the first national victory for the El Paso electrician who rides strictly road race events. He finished 3rd last year in the 250cc class at Daytona for his best previous showing.

The travelin' Texan smashed all previous speed records and inched closer to the 100 mph average for the distance with a record breaking time of two hours and four minutes for an average speed of 96:388 mph. The old record was set by Roger Reiman in 1964 at 94:833 mph.

Portrait of a dark horse winner, Buddy Elmore, 30 years of age, dialed a money-making Triumph to a $3,250 lion's share of the $12,500 Daytona prize pot last Sunday.

RAYBORN FASTEST QUALIFIER

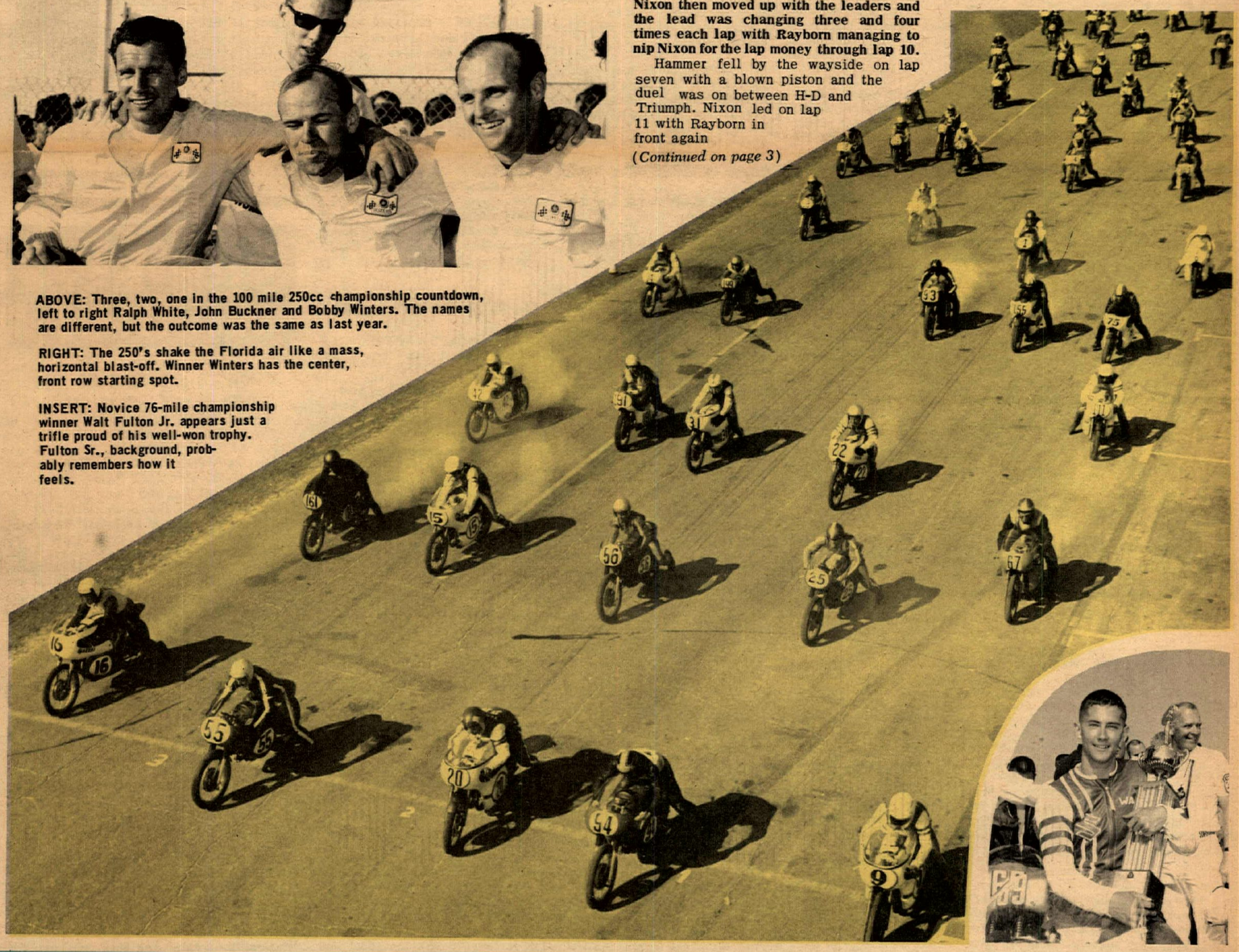
The fastest qualifier was Cal Rayborn from San Diego who set a new one lap record on the pavement oval two days before the race with a blistering 134:148 mph one lap time. The old record was 133:333 by Rayborn's teammate, Mel Lacher in '65. Rayborn was close to 4mph faster than the second best man, Dick Hammer.

The ding-dong battle started right from the drop of the starting flag with Rayborn across the line first at the end of one lap with a new standing start opening round of 128:571 mph. Hammer was less than one length behind.

Hammer led on lap two but it was Rayborn in front again on three. Gary Nixon then moved up with the leaders and the lead was changing three and four times each lap with Rayborn managing to nip Nixon for the lap money through lap 10.

Hammer fell by the wayside on lap seven with a blown piston and the duel was on between H-D and Triumph. Nixon led on lap 11 with Rayborn in front again

(*Continued on page 3*)



ABOVE: Three, two, one in the 100 mile 250cc championship countdown, left to right Ralph White, John Buckner and Bobby Winters. The names are different, but the outcome was the same as last year.

RIGHT: The 250's shake the Florida air like a mass, horizontal blast-off. Winner Winters has the center, front row starting spot.

INSERT: Novice 76-mile championship winner Walt Fulton Jr. appears just a trifle proud of his well-won trophy. Fulton Sr., background, probably remembers how it feels.

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CALENDAR OF EVENTS

MARCH 26–27TH, 1966

WORLD RECORD DRAG MEET – Lions Drag Strip, San Diego Fwy & Alameda St. See "Cycle Alley" this week.

ROAD RUN – Yuma Prison Run. Call Norwalk Centaurs, (213) area, 964–2674 for information.

SUNDAY, MARCH 27, 1966

POKER RUN, 1st. Tracy M/C at Tracy.

SCRAMBLES, So. County M/C at Uvas Dam. Dist. 36

POKER RUN, 3rd. Wonderlust M/C, at Pleasant Hill.

SCRAMBLES, 1st Foothill Scrambles at Oakdale.

SCRAMBLES, 11th. Salinas Ramblers M/C at Salinas.

PROFESSIONAL TT, San Jose Speedway, Dist. 36.

TT SCRAMBLES–Sportsmen MC. at Prado Park. Gate donation $1.25. Lightweights at 8:00 a.m. Big bikes at noon. Big bike novices at 2:00 p.m. Lightweight entries close at 9:15, heavies at 12:50 p.m., novices at 2:05. Late entries will be charged $5 entry fee. Riverside Freeway toward Riverside to Hwy 71. Turn off 71 on Euclid toward Ontario, go approx. 1.8 miles to Pine. turn right. 1.1 miles to Chino–Corona road, turn right and continue south to track.

STAKE SCRAMBLES – Barstow M.C. Entry fee $2. Starting time, 10:00 a.m. Start is at Slash X' Cafe, 10 miles S. of Barstow on Barstow Rd. Limed from Fwy in Barstow. Event is similar to Turkey Runs in other sections. You sight through rifle type peep sights lined up on next check point.

DRAG RACING – Irwindale raceway in Irwindale. Trophies plus cash bonus for street and fuel classes.

HARE SCRAMBLES – Los Ancianos 1st Annual "March Hare" event. Sixty miles. Starts at 10:00 a.m. Limed from Ocotillo Wells on Hiway 78.

TT SCRAMBLES–Prospectors MC. at Perris. Donation $1, entry fee $1 plus 25¢ for ambulance. All lightweights at 8:30 a.m. Heavy weights at noon. novice heavies at 2:00 p.m.

ROAD RACE–San Francisco Chapter of A.F.M. presents National Points Race at Cotati California Raceway 35 miles N. of San Francisco on Hwy. 101. All classes including production. Track opens 7:30 a.m.

SCRAMBLES – Spring Motorcycle Scrambles by Grass Valley Sprocket Benders and Feather River M.C.'s. On Hwy 20, 25 Miles W. of Grass Valley and 10 miles E. of Marysville. AMA Sant. Class C Traction, 3 No. plates required. Admission $1.00.

THURSDAY, MARCH 30, 1966

INDOOR SHORT–TRACK Memorial Coliseum, Portland, Ore. N.R.A. sanctioned. First race 8:00 p.m.

APRIL 1, 1966

FLAT TRACK – Start of 1966 night half-mile season at Ascot Park, 189th and Vermont in Gardena.

SATURDAY, APRIL 2nd.

TT STEEPLECHASE–Ascot Park, 189th and Vermont in Gardena. Starts at 7 p.m.

SUNDAY, APRIL 3RD

HILLTOPPERS NATIONAL HARE & HOUNDS RESCHEDULE. Limed from Y at Lucerne, and also from Barstow. 10 a.m. Sharp. Souvenir and finishers pin. AMA points run.

MONEY EUROPEAN SCRAMBLES–Don Watkins presents another in the series running each Open Sunday for '66. All desert rules and rider classification adhered too. Starts promptly at 8:30 a.m. Location is limed from Hwys 395 and 66 (Phelan Road.)

HARE SCRAMBLES–American Fifty Assoc. event for trail bikes. Two classes, 55cc and 100cc. 10:30 a.m. start. Limed from the top of Cajon Pass at Summit Inn.

SCRAMBLES–Imperial Valley M.C. at the Calif. Mid-winter Fairgrounds in Imperial. Practice 9:00 a.m. First race 1:00 p.m. Class C Traction. No women or children in pits. Dist 37-A points.

SCRAMBLES– 11th Capitol City M.C. at Dixon

SCRAMBLES – Modesto M.C. at Modesto Reservoir Dist. 36. Take Hwy 132 from Modesto to Waterford Limed from Waterford.

MOTO-CROSS SCRAMBLES – ACA opener at New Irwin Park Course. Near Santa Ana Canyon Rd. 10 miles west of Corona. Grass, sand, rough. Knobbies recommended. FIM rules, full leathers required. Entries close at 10:30. All licenses ok. No pie plate numbers.

ROAD RUN–Mickey Mouse Run by Pacific Coasters. Call (714) 897–3309 for info.

ROAD RUN–Poker Run. Navy City M.C. at Vallejo. Dist. 36. Sign-up 10:00 to 11:00 a.m. Bettencourt's MC Shop, 420 Marin St., Vallejo.

FRIDAY, APRIL 8, 1966

INDOOR SHORT–TRACK Memorial Coliseum, Portland, Ore. N.R.A. sanctioned. First race 8:00 p.m.

SATURDAY, APRIL 9th.

ROAD RUN – Easter Egg Hunt by Channel Riders. Call (213) 336–2182 for info.

INDOOR SHORT–TRACK A.M.A. sanctioned Class "A". First race at 8:00 p.m. Long Beach Arena

SUNDAY, APRIL 10th.

TT SCRAMBLES–Tucson, at Eastside Cycle Park near Tucson. Californians invited. Practice 9:00 to 12:00 a.m. Hwy. 80 to Tucson. Go North on Wilmot to Eastside Cycle Park.

POKER RUN – Port Stockton M.C. run is cancelled.

POKER RUN – Delta Falcons M.C. present 3rd Annual Easter Poker Run. Sign-up 9:00 to 11:00 a.m. from Honda Shop on Hwy. 4 in Oakley. Entry fee $1.00. Limed course. Special trophy for Best Decorated Easter Helmet.

TT SCRAMBLES–Hi Boots M.C. at Dehesa. From 101 South take Hwy. 80 East through El Cajon. Get off Fwy. on 2nd Street going South to Jamacha St. Following Singing Hills signs past country club to Dehesa Rd. Follow Dehesa into Harbison Canyon. Lime starts at Dehesa.

SCRAMBLES–Fresno M.C. at Fresno. Dist. 36-A.

SCRAMBLES–Fairfield Eagles M.C. at Dixon. Dist. 36.

SCRAMBLES – Stanislaus M.C. at Modesto. Dist 36.

SCRAMBLES – Salinas Ramblers at Salinas. Dist. 36.

POKER RUN – Marin County M.C. Assn. at San Rafael.

SUNDAY, APRIL 17th.

HARE SCRAMBLES – by Sidehack Assoc. $3.25 entry including ambulance fee. One loop for trail bikes. Starts at 10:00 a.m. Pick up markers from Weevil Inn on Hwy. 138. Approx. 24.9 miles E. of Hwy. 99. 22.3 miles W. of Hwy. 6.

SCRAMBLES – Oilers M.C. Benefit Race for the Boys Club. New track. Limed from Hwy. 101 and Imperial Beach Turnoff. Well-watered and graded course.

TT SCRAMBLES–Los Padres M.C. Watch for details.

TT SCRAMBLES – 13 Rebels M.C. Watch for details.

POKER RUN–Road Ramblers. Call (213) 865–3655.

ENDURO–125 Mile State Championship by Polka Dots M.C. at Auburn.

HILLCLIMB – Sportsman Class Hillclimb at Ospital Canyon. Dist. 36.

SUNDAY, APRIL 24th.

HARE SCRAMBLES – National Championship by Simi Valley M.C. Dist. 37 points. 10:00 a.m. start. Entry $4.25 including ambulance fee. Mail in using uniform entry blank, closing date Spril 10th. Post entry will be $5.25. Trail bikes and side-hacks welcomed. Limed from California City.

LT. WEIGHTS. – Lightweight Flat Track at Antioch by Wanderlust M.C.

SCRAMBLES–Sprockets M.C. Annual Tri-State Scrambles in Bakersfield.

SCRAMBLES – 16th Lodi M.C. at Lodi Cycle Bowl. Practice starts at 9:00 a.m. Admission $1.00 ride or watch. Dist. 36.

SCRAMBLES – Palo Alto M.C. at Fremont. Dist. 36.

POKER RUN– Annual "Hidden Destination" event. Trophies and awards galore! Starts at 8:00 to 10:00 a.m. at San Fernando Valley H–D Shop, 16113 Sherman Way, Van Nuys. Post entry, $1.75. Mail entries no later than April 17th, to Valleymen MC. % Harkleroad, 675 Watson, Simi, Calif. Mail entry $1.50.

APRIL 28–30, MAY 1, 1966

CYCLE WORLD MOTORCYCLE SHOW – Los Angeles Sports Arena.

APRIL 30–MAY 1st, 1966

ROAD RUN–29 Palms Spring Tour. Call any number listed at a road run event for info.

CYCLE NEWS

(the Voice of California)

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A MOTORCYCLE JOURNAL

At last our young racers get under way again, leaving Arizona and bound for Texas with their bikes in tow behind their panel truck. What new adventures await ? Read on....

April 3, 1963 - Wednesday

The Ring-Ding Went Ring-Ding

We got up and cleaned out the truck a bit, and then Jerry came by. She and Mark went walking up the creek together. Jim and I went down to the bus depot and picked up the lower end for my bike.

We drove down to the bike shop to put the darn thing together, and I had to buy a couple of bearings and some other junk.

Later on Mark and Jerry came by the shop and she gave us a farewell card with a bunch of stuff written on the inside. It was really nice of her, but I can't really say I'll miss her or something like that, cuz I never paid much attention to her.

Anyway, I finally got my scooter running and rode it around in the street by the shop. It was dark by then, and some old lady came out and took my license number. Oh boy, now I figure she'll phone the cops and tell them my competition number!

We met a man at the shop who invited us over to his house for coffee. He told us about his tours in Europe, which really inspired us. Now we're planning to go to Europe by way of working on a freighter in a year or two, who knows, maybe we'll end up going around the world. We said goodbye to the man and his wife, and finally started our drive toward Fort Worth, Texas, our next destination.

April 4, 1963 / Thursday

CAMP MUDVILLE

We drove a few hundred miles, most of it in the rain. We noticed that we were going to go close by the famous Carlsbad Caverns and decided we'd go through the caves the next day. It was raining pretty hard when we pulled off the road about half a mile from the Caverns, and camped right in a great big mud puddle.

I put on my leathers and unloaded my bike, planning to go for a ride, but it wouldn't start. The plug wire was shot, and after an hour of trying to fix it in the rain, I gave up.

Jim and Mark had the old stove going inside to keep the place warm. We cooked up some crud for dinner and I do mean crud. We haven't had a decent meal in days. Boy, I sure want to go fishing bad.

April 5, 1963 - Friday

VISITED A CAVE

We got up at 6:00, dressed, got the bikes loaded up and drove the half mile up the road to the Caverns. We ate a donut and coffee for breakfast and started the tour at 7:30. It was to take 3 and a half hours.

(By Jim Ashmore)

There were 106 visitors in our tour. They turned the lights out down in the cave. It's the darkest I've ever experienced.

We saw a lot of interesting things and learned quite a bit about how the cave was formed. After the tour was over, we decided to drive on to Fort Worth, the next big town on our map.

We drove about five hours, and got into Fort Worth about elevan. Just before getting into W. Fort Worth we met some So. Calif. surfers, who said they were going to Daytona Beach. We told them we may see them there this summer. We spent the night in our truck of course, just beside the stockyards.

April 6, 1963 - Saturday

(By Jim Nicholson)

FISHING IN FORT WORTH

We drove down to Lake Worth, this is a pretty good sized lake. We saw a 34 pound catfish that was caught the night before. We cleaned up at a place next to the lake.

We flipped bottle caps for a while, then packed up some tuna sandwitches, put our fishing gear in order and walked up the lake. I asked a man if we could fish off his pier. He said it was o.k. We fished until about 10:30. Mark was the only one of us who caught anything. It was a small catfish, but at least it was a fish. I had three fish on my line but never hooked one.

It was a lot of fun, but was getting pretty cold, so we went back to the truck. Later we went to a bar-type place and watched a boxing match. After a while we got tired and went to bed.

Continued next week.

Voice of California

HOW TO WIN FRIENDS AND INFLUENCE POLITICIANS

I am a relatively new enthusiast at the sport of motorcycling, and ride the Open Class Desert Competition once in awhile under number 413. I have found that motorcycling is the hobby that I have been looking for a long time, and therefore seriously hope that it will not be curtailed to the point where I cannot enjoy it, by the introduction of new legislation and local ordinances.

My point in writing to you is to voice my agreement with your editorial in the March 10 issue of **Cycle News**. It is all important that the organized segment of the sport become cognizant of the necessity to develop a close relationship with our local Forestry Service and further to develop an effective lobby in the state legislature, in order to insure that the future of our sport will be a long one.

I believe that it is important to have the right publicity and do not wish to minimize the importance of publicity per se. But, it seems to me that it alone will not do the job that faces the sport. It will take money and people skilled in the "art" of influencing those in power to make decisions which are beneficial to us. I wonder if the large motorcycle manufacturers would agree that the investment (possibly co-sponsored by the American Motorcycle Association) in professional public relations directed at the state legislature and other state bodies, wouldn't be profitable to all of us.

Again, thank you for providing the leadership in this area that you have for the last few months.

JOHN M. LEACH
El Monte

EDITOR–Your question is one that all of us in the sport have wondered at one time or another, "why don't we have a lobbyist in the state capital working in our behalf"? Fact is, John, any voter can be his

own lobbyist, by writing to his state, county and city representative and making his demands known. What you may also be wondering is "why don't we have an effective organization working to secure our rights?" At present, such an organization is out of the question on a national scale. There may be some hope for organized action in the state of California, however.

California boasts the largest motorcycle registration in the nation, the only weekly newspaper covering the two-wheeled sport, and most of the large distributors are headquartered here.

By our reckoning there must be nearly one million motorcycle enthusiasts of voting age in California. Each of us can be our own lobbyist by writing to city, state and county politicians and telling them what we want.

Our demands are simple: We want portions of government-owned land set aside primarily for the use of motorcycles and other off-road vehicles. We want continued and improved cooperation from government as we pursue our happiness on public or private property.

State and local governments stand to benefit by heeding our demands. Not only would tax revenue increase, but the health and happiness of all citizens would improve thereby.

We have shaped up our own sport sufficiently to merit some help from our representatives in Sacramento. Your local newspaper can tell you the names and address of your elected officials. See page 6 for a further suggestion.

HI BOOTS SCRAMBLES

by Carl Bartlett

The fiercly sliding open expert class put on a show at the Hi Boots Dehesa Scrambles on Sunday that may not be surpassed this season.

Travis petton, with a left leg hurt from a first-turn centerpunch the previous week came back determined to win. While a crowd of over 900 watched, he proceeded to ride with an abandoned style that belied his injury and won the first two moto cross heats by a good lead, outdistancing some tough competition. In the third heat, with another long lead build up Petton appeared to have it sacked Then his Triumph dropped its primary chain, ending the ride. Vern Gillihan was now in first place in the heat and overall points as long as he could hold his position, which he did, although Leo St. Germaine moved up through the pack to take third over all, and finished just a few yards back of Gillihan.

The 250cc expert class lacked the drama of the open class, but made up for it with close, hard riding. With a field of 11 entries, the whizzing 250's looked and sounded like a lot more as Dick Mills and Harry Hayes elbowed their way to first and second places. Mills ended the day with two firsts and a second on his Bultaco, and C-Z mounted Hayes had two seconds and a first.

The 250cc amateurs rivaled the experts for racing action and Jeff Wills on a Greeves ended up the main event winner.

Largest class was the novice 250 with 117 entries. The first heat must have been the roughest with the eventual main event winner, Boscoe Burns, and runners-up Richard Woods and Gordon Johnson, all in it. Second heat winner Sam Gray was fourth in the main. Semi-winners were John Harrison and popular Rex McCombs. McCombs tried too hard and fell of in the main breaking his leg to rack up the only injury of the day.

Two Hondas and a Bultaco battled it out as the only 200cc entries in motocross heats. So 200cc racers, if you like lots of elbow room, Dehesa is the place to ride. Eventual Class winner was Harold Mathews on a Honda.

Two Zundapps took top honors in the 90cc class with stylish Chuck Baker running away in the motocross heats, with Warren Ramsey second.

The powder-puff was the day's last event with five girls going to the line and began with a big crash on the starting line. Undetered, they all re-started, and all five finished the program with very close racing and Marsha Whitten the winner. **(Results on page 12)**

DAYTONA REPORT Continued from front page

on 12. It was Nixon again on lap 13 and 14 with Rayborn heading for the pits and out of the race on lap 15.

Three-time winner Roger Reiman then became the next challenger. The lead changed hands no less than 23 times in the first 13 laps. Early 4th place rider Tony Murguia retired to the pits on lap 16 as the record pace started to take its toll on a clear, warm afternoon.

Nixon started to pull away from Reiman on the 15th lap and soon held a five second lead by the end of lap 21. Mert Lawwill headed for the pits for good on lap 25, running in 4th place.

Reiman ended the duel on the 29th lap when he went out with a dead engine. Now it was Elmore's turn to enter the picture as he was lapping one to two seconds a lap faster than the leader. Elmore made a fast pit stop for gas on lap 28 and then took the lead from Nixon at the finish line on lap 32.

The two Triumph's were now running one-two, well ahead of the rest of the field. Both machines were prepared at the Triumph eastern headquarters in Baltimore by master tuners Rod Coates and Cliff Guild.

HOPE GOES FLAT

Lap 45 was the end of hope for Nixon as his rear tire went flat while he was full tilt down the back chute at 140mph. He coasted in much later to the pits and was out three full laps for a change of wheels.

Elmore cruised it the rest of the way in the 53 lap grind. The only late lap battle was for third between Ralph White and Ohio's Gary Hall. These two swapped the show spot 37 times with Hall across the finish line first by four lengths.

It was the second 200 mile win for the Triumph brand. The first was in 1962 with Don Burnett in the saddle.

The singing Triumphs of Elmore, Nixon and Hammer were equal in speed this year to the potent H-D's that have long held a wide edge at the speedway.

250cc-100 MILE CHAMPIONSHIP

The greatest racing duel to ever take place at Daytona ran the entire 27 lap distance with the lead changing 42 times and second position changing no less than 143 times!!

Arkansas's Bobby Winters, a first year expert, astride one of the official Yamaha racing team entries, finally wrapped up his first big win with less than two laps to go.

Winters, John Buckner and Ralph White were the three that put on the never-to-be-forgotten duel with an assist from early challengers, Dick Hammer, Mert Lawwill and Roger Reiman.

White opened as the leader with a new all time first lap record of 126:760! Not two miles slower than the new big bike record. Ralph held off repeated challenges by many riders to lead every lap until Lawwill took over to lead laps nine and ten. Buckner then moved up to grab the money on laps eleven and twelve with Winters leading across the line on laps 13 and 14. Lawwill dropped out of the race on lap eleven.

WINNER WAS A REPLACEMENT

The front running three then took off on their Yamaha's to run far ahead of the rest of the 80 rider starting field. For the second straight year the Yamaha brand took eight of the first ten places to continue their sweep at the beach city. The second place position was not decided until the riders crossed the finish line with Buckner edging White. Winters was also one of the front runners in '65 but dropped out and took 58th place. He was a last minute replacement this year for Buddy Parriott who got off in practice and was out with a cracked shoulder bone.

A field of over 125 riders were split into two heat races with the fastest 40 from each riding in the 100 mile national 250cc final. Nixon on a Yamaha won the first five-lapper with an average speed of 98:820 mph. Harley-mounted George Roeder won the second with a speed average of 94:875 mph.

AMATEUR 100 MILE RACE

Seven different riders lead the amateur big bike chase before San Francisco's Kenny Ridder aboard a Dud Perkins H-D came through to wrap up the win. Texans and Californians battled all the way befofe Ridder came through. Dick Hayes ran a strong 6th place. Hayes and Pete Bodette both qualified for the five front row starting positions. Jerry Seguin led two laps midway in the race before dropping out. Ridder just missed setting a new track record after working his way from 12th place in the early laps and over a half a mile back of the leaders.

THE 78 MILE NOVICE RACE

Eighteen year-old Walt Fulton Jr. was the boss of the novice field that boasted 180 entries. The Young Suzuki ace rode like a veteran to give the fans one of the wildest races ever put on pavement.

Fulton was the novice member of the four rider team that included Dick Mann, Dan Haaby and Dick Hammer.

Walt breezed through the 250cc sportsman races to win going away on Wednesday afternoon for his first AMA victory.

The money race found three elimination heats being run to scale down to the 75 fastest riders. Again it was Fulton with ease in the warmup event.

(Continued on page 14)

COOLIES COLUMN

By Wes Cooley

Many people, as well as ourselves, have been looking desperately for a piece of land close enough to the metropolitan Los Angeles area and yet far enough out that we would not bother the general public, where a cycle park could be obtained. There is a possibility that we have found the location. It now depends on how successful our initial event is and how cooperative the motorcycle fans are with regard to some basic requirements of the property owners. The location is on the Santa Ana Canyon road, approximately ten miles west of the city of Corona. It is located on the old Sycamore Park property.

The first event held there will be on April 3rd and it will be a Motocross event open to all classes. All competition riders are invited to participate in this first event. It is a true European scrambles over grassy fields, sand pits and hard ground. The course is unimproved and knobby tires are recommended. The course will be laid out similar to a true European Motocross and will be conducted under F.I.M. rules.

Three number plates are required for all entries and no pie plates or paper plates will be accepted. Riders must be fully leathered and helmeted, and contrary to belief, folding foot pegs are not required. If anyone has any questions concerning rules or equipment requirements, they may contact the A.C.A. office at 141 B Whiting St., Fullerton, Calif. The course is laid out over a small Valley, using a riverbed on the far eastern corner and running parallel to the Santa Ana river on the north. There is a tremendous amount of grass and large oak trees. It is very fast and rough and should tax the rider's ability to his utmost. We hope this event is successful so we can persuade the owners of the property to grant permission for additional events in the near future.

You who are interested in road racing, remember the date of May 22nd for the United States National Open road race to be held at Riverside International Raceway. This is an F.I.M. sanctioned event and a F.I.M. license must be obtained before you will be allowed to participate in this event. Forms may be obtained by contacting any M.I.C.U.S. member club, such as the A.C.A.

Also, our particular congratulations go to a couple of Southern California riders who did well at Daytona this past weekend. Walt Fulton, Jr., winner of the 250cc novice event and John Buckner, second place in the 100 mile amateur expert event. These are two hometown boys who learned to road race in So. California, and I think the people here should be very proud of them and their achievements.

ABOVE, LEFT: A pleased participant in the Powder Puff tussle. RIGHT: Spectators found a Sunday in the sun at Dehesa. BELOW: Harry Hayes, a San Diego Lion, leads the way.

GREEVES

WINS 1st

ELSINORE RACE TRACK

250 EXPERT MAIN

MALCOLM SMITH

Greeves

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TRY ONE
AND YOU BUY ONE

20 Years of Racing Experience
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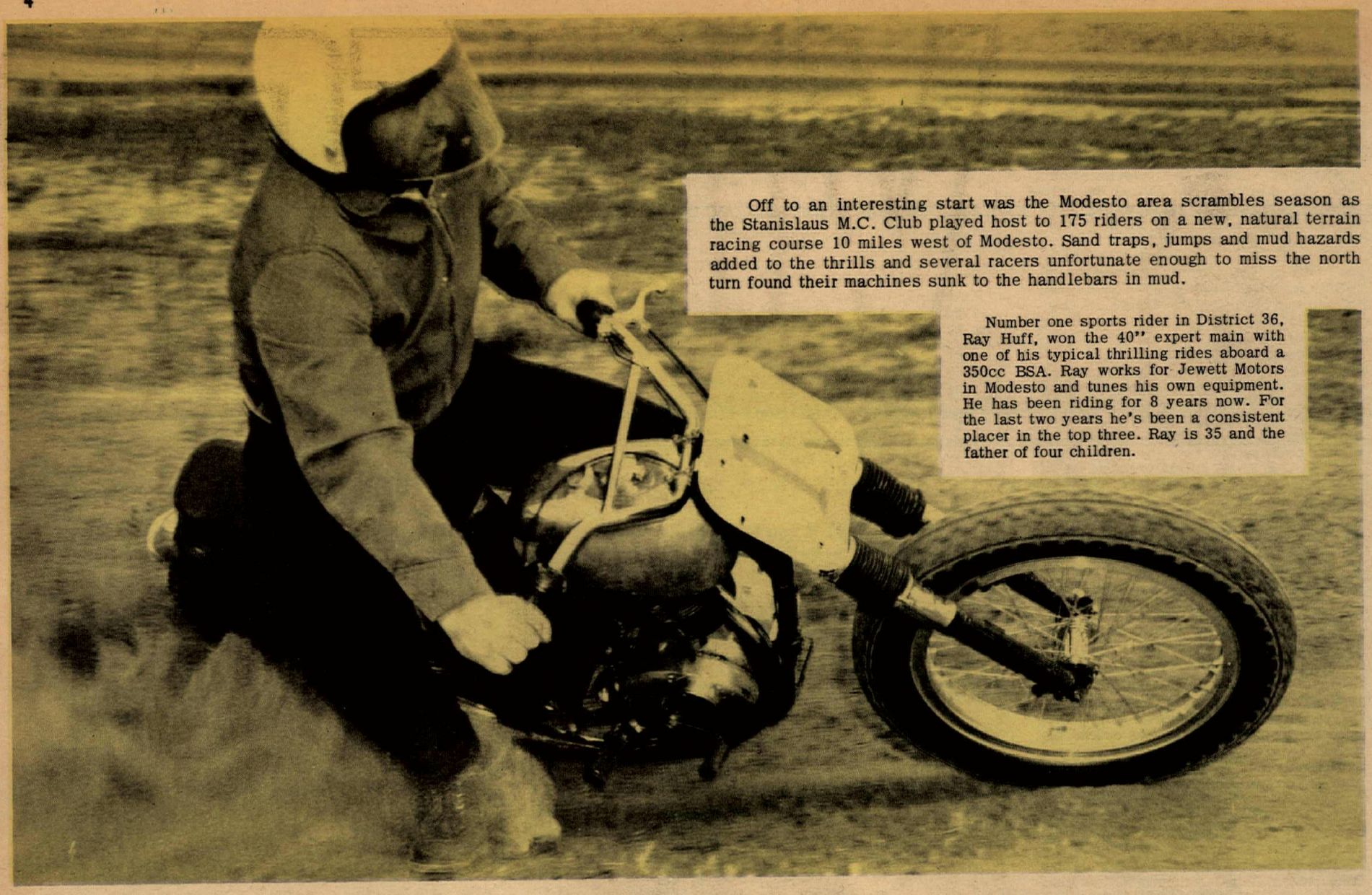
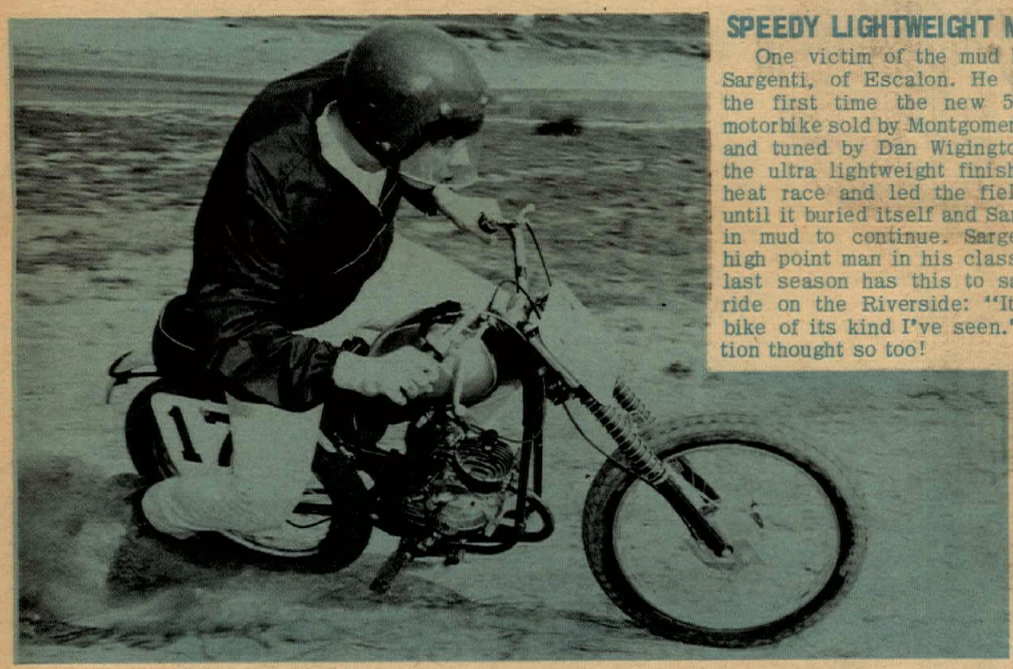
Lamoreaux	- Sunland
Robert M. Law	. Anaheim
Mason Motors	- Pasadena
Mission Hills	- Sepulveda
Shell Motors	- Lynwood
Temple City Honda	- Temple City
Tracy's M/C	- Burbank



Off to an interesting start was the Modesto area scrambles season as the Stanislaus M.C. Club played host to 175 riders on a new, natural terrain racing course 10 miles west of Modesto. Sand traps, jumps and mud hazards added to the thrills and several racers unfortunate enough to miss the north turn found their machines sunk to the handlebars in mud.

Number one sports rider in District 36, Ray Huff, won the 40" expert main with one of his typical thrilling rides aboard a 350cc BSA. Ray works for Jewett Motors in Modesto and tunes his own equipment. He has been riding for 8 years now. For the last two years he's been a consistent placer in the top three. Ray is 35 and the father of four children.



SPEEDY LIGHTWEIGHT MAKES DEBUT

One victim of the mud hole was Jack Sargenti, of Escalon. He was riding for the first time the new 50cc Riverside motorbike sold by Montgomery Ward. Owned and tuned by Dan Wigington of Modesto, the ultra lightweight finished 2nd in the heat race and led the field in the main until it buried itself and Sargenti too deep in mud to continue. Sargenti, who was high point man in his class at Lodi Bowl last season has this to say of his first ride on the Riverside: "It's the fastest bike of its kind I've seen." His competition thought so too!

Photos and report by John Ramos

Rocklin's Roger Smith powered his Hodaka to first among the nineties and Debbie Jackline of Fair Oaks won the ladies race.

Apparently the Air Force liked the show, because one of their enormous 4-pod jet bombers made passes at 500 ft. altitude to watch the races.

Don Hoffman of Stockton was a pleasure to watch, and so was his sound-alike Don Hickman, both Bultaco riders, winning their 200 novice and 125cc mains respectively.

The 250cc Expert class was smoothly won by Jerry Griffith of Oakdale. Second by some distance was Jim Moneghan of Stockton, followed by Don May of Escalon, riding a double McCulloch Van Tech.

A surprise of the day was 500cc Novice Bob Noble, who rode his first scrambles and won it. Bob says he does quite a bit of cowtrailing and that's where he learned to ride.

Results on page 12

MODESTO SCRAMBLES

KEEP AN EYE ON THIS GUY

Seventeen-year-old amateur Jim Odom from Fremont is a rider to watch. If he keeps going like he goes now, he just might put Montesa in the winner's circle at the Daytona sportsman scrambles. This is his goal, and his father is 100% in back of him.

Starting third in his heat he was first out of the first turn and won by 100 yards. Main event was a repeat performance. Third off the line, first out of turn one, and never challenged after that.

SANDBLASTERS HARE SCRAMBLES

No, it's not the Caped Crusader, it's Gary Conrad soaring to another desert lightweight victory.

by Larry Haley

If there is any place in the world that is better than the Southern California desert in the spring of the year, I haven't found it yet. The delicate flowers that swarm all over the desert floor for miles on end, the warm, clean air, bright sun and no smog, and it's all free for those who venture out and get on the high desert.

Some 600 people did just that Sunday, March 13th. Two hundred and sixty-eight riders enjoyed a typical Sunday's race thanks to the Sandblaster's M.C.

The course was fast, safe, and had three loops, 25 miles around for the lightweights and big bores, while the trail bikes (all 50 of them) had their own separate course of three ten-mile loops.

The trail bike course was dominated by the Morgan brothers, first Frank and then Jack, but in the end Jack won it.

The leaders in the big bike class on the first loop were Dick Vick, Larry Bergquist and Mike Patrick. On the second loop Bergquist was ahead, leading Vick by only yards, but at the finish Bergquist was over a minute ahead. Don't tell me that Larry doesn't ride hard!

To make the day complete, one has to have the necessary hard knocks and one person found his. Little Bobby Ferro was forced off the narrow trail on a high ridge and went bounding down into a box canyon. He couldn't get back up onto the course, so took the only way out, down the canyon. Soon he came upon a herd of sheep and an irate Basque sheepherder who didn't speak English. However, the language barrier didn't interfere with communications as his club waving left little doubt in Bob's mind that this guy was very unhappy about big Triumphs bugging his woolies.

Well, Bob hightailed it out of there, dragging his sled through three strands of barbed-wire fence in the process, which promptly put him out in north overshoe country (in other words, lost). But being an old desert hand he found the course again and came back in about 80th and to add insult to injury, he got lost on the second loop. Bob then decided that it just wasn't his day so he proceeded to play for the rest of the race.

(Results on page 12)

TRAILBLAZERS BANQUET OPEN TO PIONEERS

Everybody who is a motorcycle rider, enthusiast, or has had some past 2-wheel experience is a qualified Trail Blazer and is eligible to attend the 29th annual Trail Blazers Banquet and meeting April 2 in Los Angeles. This news was announced last week by Trail Blazers president Floyd Clymer.

The meetings, to be held again at the remarkable old Elks Hall at 6th St. and Parkview, consist of an hour of conversation and refreshment, followed by a dinner and topped off with movies both old and new of "ether bicycles" at speed.

This year Floyd would love to be voted out of office. He has been elected unanimously year after year because he always does a good job of organizing the banquet, which is the club's only function. It seems only fair that the responsibility for the affair should rotate among the Trail Blazers. The group has grown rather large in size since it has become a favorite evening out for wives and girl friends, as well as the men.

Reservations are $5 each for the banquet. There are no other dues. Write to Floyd Clymer, President of Trail Blazers, 222 N. Virgil Ave., Los Angeles for your tickets.

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FIRST PLACE WIN

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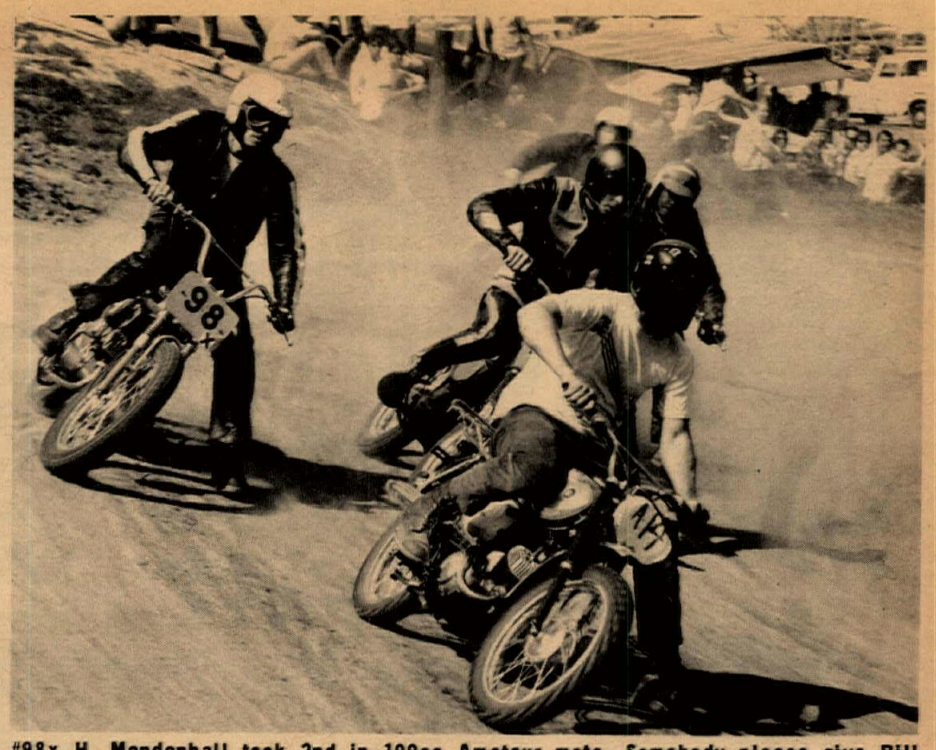
POINTS RUN HIGH AT BAY MARE

Report by Jack Byrd, photos by Dennis Greene

Dusty Coppage neatly squares a corner. He's unbeatable at Bay Mare.



#98x H. Mendenhall took 2nd in 100cc Amateur moto. Somebody please give Bill McClelland a shirt!

Explode, explode! Wild open novice erupts off the line with winner Mike Posey finding too much traction at dusty Bay Mare.

At 9:00 a.m. on a beautiful morning, the little ones got the day off to a good start when Tony Mason flew around the track to take the combined 50cc Amateur-Expert main.

That was only the beginning. Keith Mashburn bounced around the track just ahead of hard riding Kirk McDowell to open the fans' eyes and win the 100cc motocross. The show continued to improve right on through the 250's.

Bob Lount started things rolling for the big bikes as he came on to win the 21 in. Amateur motocross. The racing wasn't over yet! In the Amateur Open Main, Gary Bailey dug around the track in fine form to win the event.

The 500cc Expert races spotlighted Chuck Minert on a BSA Victor that had survived nearly every magazine's road test. The new single still had all the power needed to win a hard fought victory from Monte Darling and his 450 Honda.

But the rider of the day was Dusty Coppage, who showed a beautiful style in all three heats to come out on top and walk away unchallenged with the Open Expert motocross.

If you missed this race, you missed a wonderful show. The Hawthorne Gophers put on a good event.

(Results on page 12)

CARLSBAD ACA

By Maureen Lee

The first real scrap of the ACA road races at Carlsbad on Sunday came in the 100cc main. Barry Harriman got away first, building up a nice lead, but Yamaha-mounted Jeff Pasternak who lately has been tops in that class, set out after him. Finally he caught Harriman, and by going in deeper into the turn at the end of the straight, he passed him, and then the race was all Pasternaks'.

The 50cc class H trophy and purse went to Mike Capalite, who came down from his duties as announcer to ride that one race, leaving promoter Wes Cooley to handle the mike for him.

The 125—175cc class also showed action. Chief Galbraith, Steve Pederson and Bruce Shaw all ran very closely together trying to decide the three runner-up positions. Pederson finally got ahead, only to crash into the hay bales piled in front of the pit fence, putting him out for the rest of the race although he was unhurt. Winner was Ralph Le Clercq on his Ducati who led from start to finish with a beautifully smooth ride.

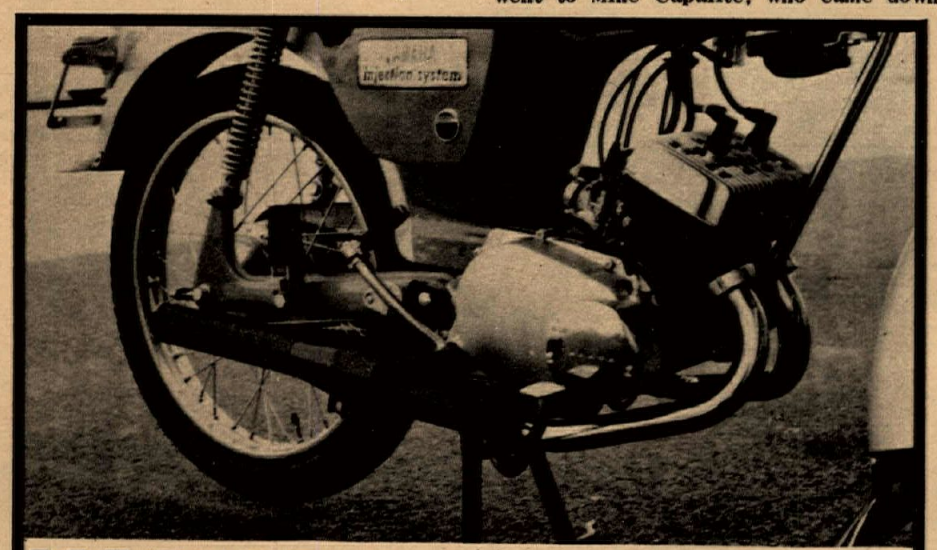
The 250 class fell to Steve Gibson and his Yamaha, but the two having most fun were scrapping for 6th and 7th places. John Fox on a Harley and Jerry Stanley on a Honda, both road-racing for the first time, fought it out the whole race, with the announcer calling attention to their riding. On the last lap, Stanley passed Fox but was re-passed before he could gain an advantage, and they took the checkered flag within feet of each other.

Happiest rider no doubt was the winner of the production class race for the big machines. On a 1955 Triumph Bonneville, young Bill Holst went out and blew off a lot of hot machinery.

Then after the day was over, with his girl friend on the pillion, he fired up and rode the bike home, proving that there are such things as true production machines instead of the kind that just comply with the legalities of the class. At sign-up, Holst had even admitted that he didn't think he could do any good, but he wanted to ride anyway.

The Open GP class had a disappointing turn-out as a lot of the usual stars in that event were off at Daytona Beach. However, racing was good and the sheer speed of the big jobs kept the spectators interested. The Norton-Atlas of Ron Christie carried him to first place, while Triumph-mounted Tom Hoyt kept him well in his sights but just didn't have quite enough speed to catch him.

(Results on page 12)



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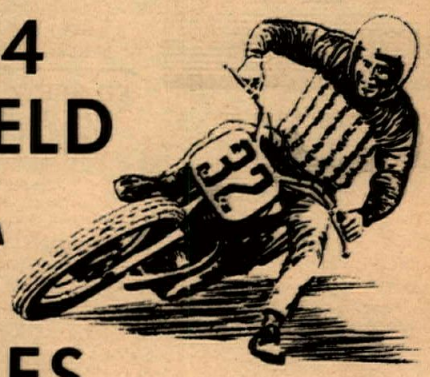

SCRAMBLES
AT SPROCKETS PARK
located at the bottom of China Grade Loop, near Bakersfield

STARTING TIME: 10 a.m. Small Bikes
12:30 a.m. Big Bikes

Sponsored by the Sprockets Motorcycle Club for the benefit of
BOY SCOUTS OF AMERICA

(All entries must be postmarked before Midnight, April 18, 1966. Deadline for tech. inspection, 9:30 a.m. and 12 noon day of the races. Mail Entries to Sprockets M.C., P.O. Box 6132, Bakersfield, California.)

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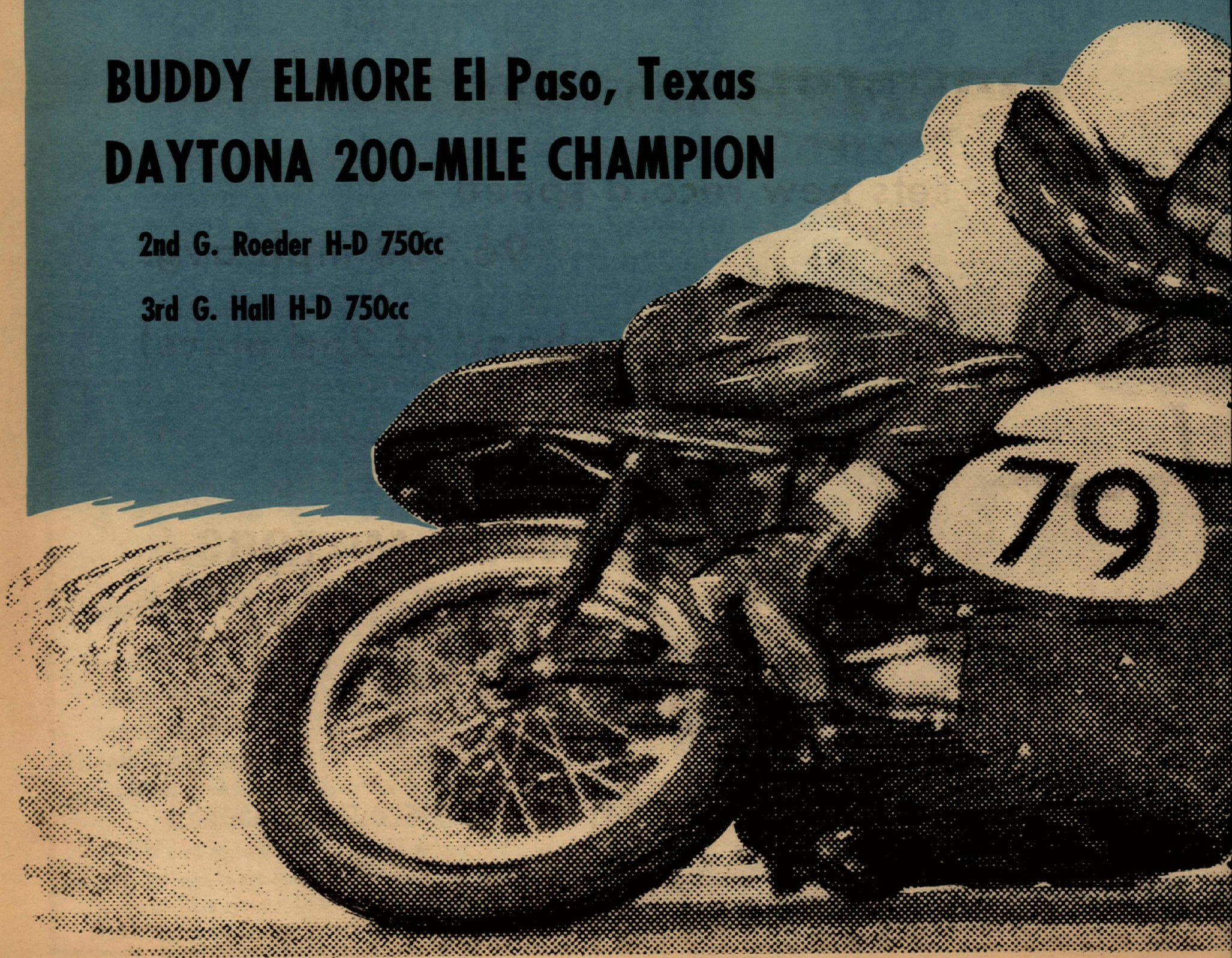
2nd G. Roeder H-D 750cc

3rd G. Hall H-D 750cc



MPH

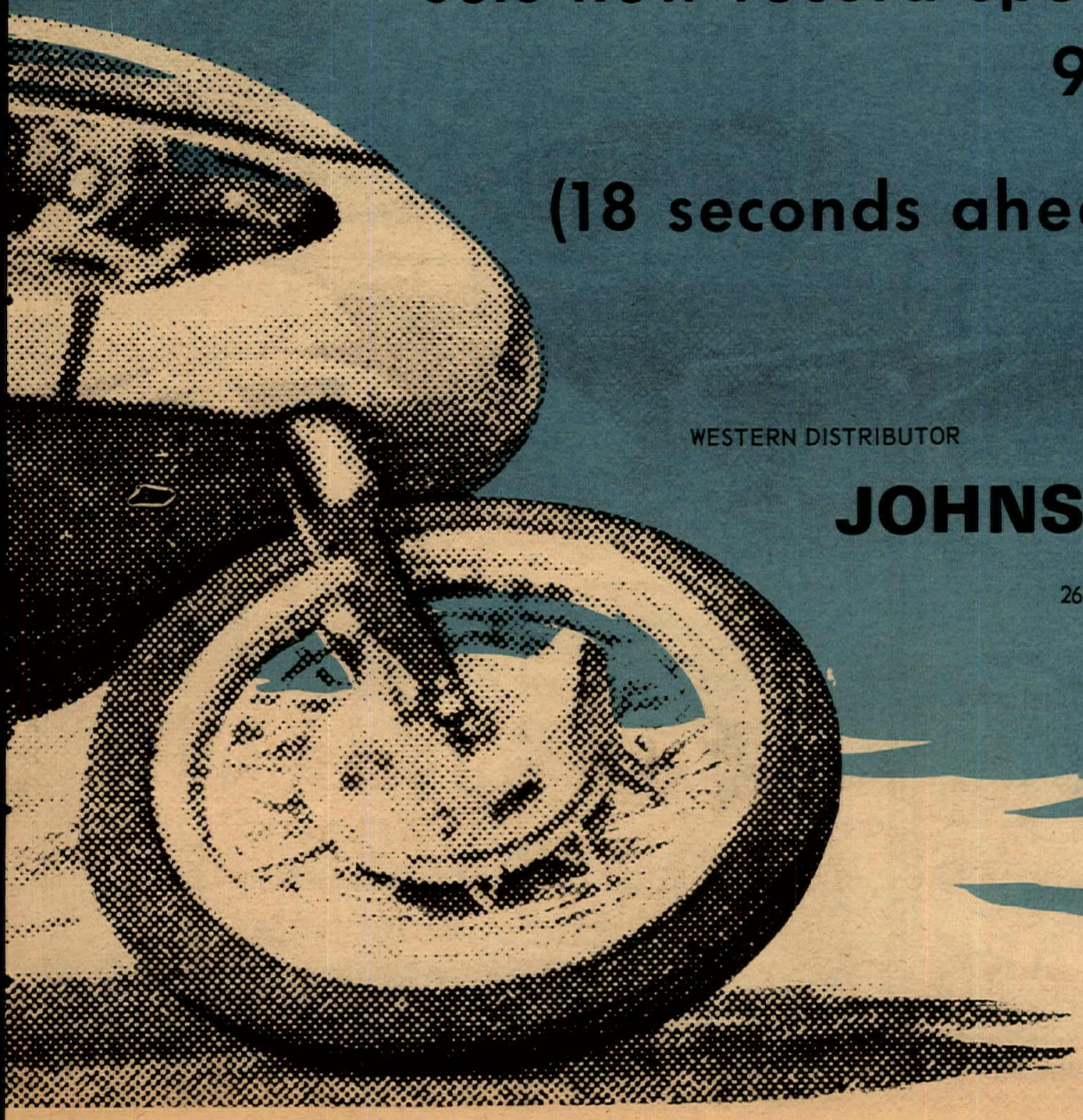
MILE AMA CLASSIC

TRIUMPH 500cc FIRST -

- sets new record speed -

96.388 mph avg.

(18 seconds ahead of 2nd place)



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ROAD RIDERS HELP THEMSELVES

by Chuck Clayton

Feeling all but abondoned by their national association, whose headquarters is 2,000 miles away, Southern California road riders drew up their own set of rules to revise the outdated AMA rules governing road contests. As Cycle News reported in previous weeks, the new rules were taken as much as possible from the AMA "Manual of Instruction and Rules For Competition", which concerns itself mostly with number-plate events. The rules, as they appear below, are approved for local use by the AMA and were recently approved by club delegates.

ROAD RIDERS COMMITTEE SUPPLEMENTAL RULES

ROAD RALLIES AND TOURS

ARTICLE I

A. DEFINITION

Sec. 1: A road rally or road tour is a meeting of motorcycles and riders at a pre-selected location where there is no specified course with check points and no penalty is assessed for leaving or ignoring a recommended route and no time requirement other than a deadline is specified.

Sec. 2: Endurance, reliability, road and other special runs having a timed course, check points, etc., and field meets shall be conducted under the applicable rules of the AMA, except Poker Runs which shall be covered by these supplementary rules.

Sec. 3: Events combining a road run and rally activities shall be conducted under the applicable rules of the AMA and these RRC rules.

B. GENERAL RULES

Sec. 1: No club or group of clubs may use a ground, hill, or track developed by another club unless permission is obtained from the club that developed such property. In case of a dispute, duration of the priority shall be determined by the Rules Committee (Ref: AMA Rules Art. XXI, Sec. 4)

Sec. 2: Every club and rider participating in RRC activities shall be presumed to be acquainted with and shall submit to, and be bound by, these and any additional rules which may be issued by the Rules Committee and approved by the Executive Board.

Sec. 3: Any communication regarding these rules or regarding motorcycle competition as affected by the rules shall be made to the RRC Referee.

Sec. 4: In the event of any question arising as to the interpretation of these rules, the decision of the Executive Council shall be final.

Sec. 5: No alterations in these supplementary regulations shall be made without the consent of the Executive Council.

Sec. 6: The Executive Council may make any ruling unprovided for, or change these rules, the same to be considered binding and valid when published in the minutes of the next RRC meeting and noted on the flier or announcement of the next run mailed.

Sec. 7: The RRC Referee may delegate from time to time all, or any, of its powers to a sub-committee or an individual.

Sec. 8: At all public motorcycle activities staged by clubs or promoters, they must display in a conspicuous place a notice reading: "This club, promoter, officials of the event or the owner of the premises will not be responsible or assume any liability for any damages resulting from injuries sustained by spectators witnessing these events."

Sec. 9: At the request of any participant of the event, the promoter shall be obliged to exhibit, either before or during the event, the official AMA sanction.

Sec. 10: Co-ownership of a motorcycle on the part of two contestants is not permitted except in cases of man and wife.

Sec. 11: Under penalty of disqualification of all concerned, not any motorcycle shall be used by more than one contestant in any specified day's program.

Sec. 12: Motorcycles equipped with handlebars with a greater rise than 15 inches as measured from the horizontal plane of the seat, shall not be permitted in any type of competition.

Sec. 13: The Executive Council may promulgate such changes or modifications of these rules as may be deemed advisable and upon the determination of such changes, shall notify all registered clubs of the nature of the rule changes.

Sec. 14: No rider under 21 years of age may enter any road rally or tour or special run without the duly notorized consent of parents or legal guardian.

Sec. 15: Women are encouraged to ride and compete in all rally activities. Special classes may be scheduled by the promoting club, but is not mandatory.

Sec. 16: No rider shall at any time ride in such a manner as to endanger life or limb of other riders, public or officials, and in violation of this rule shall be subject to immediate disqualification and suspension and rejection by the referee.

Sec. 17: No established deadline shall be extended for any reason except by unanimous consent of the RRC referee, his staff, and all entrants checked in prior to the deadline. Any rider arriving after the deadline shall be allowed to enter any remaining contest of the program at the discretion of the promoting club.

Sec. 18: Unless specifically stated on the announcement, no automobile entries shall be accepted nor passengers thereof be eligible for competition or participation. Pick up crews of any motorcycle club shall be entered by the discretion of the promoting club.

Sec. 19: Under penalty of disqualification, any motorcycle entered in a rally or tour must be ridden the entire distance from the start or the operator's residence to the finish. If prevarication is involved, the penalty is suspension.

Sec. 20: Any motorcycle suffering mechanical breakdown between the start and finish may be towed or trucked to the finish without disqualification of the operator or passenger. However the motorcycle shall be disqualified for any contest.

Sec. 21: Long distance riders shall be eligible for awards on the total airline distance as computed by map measurements from the operator's residence to the start and finish. If applicable, the post mark of the mail-in entry shall determine the operator's residence.

Sec. 22: A system of judging and scoring accepted by the RRC shall be used by all promoting clubs for that rally.

Sec. 23: The judging cards will be filled out at the start of the run and given to the Referee of the promoting club, who will inspect each for complete and accurate entries.

Sec. 24: All results of each contest shall be posted, in writing, 15 minutes prior to any presentations of awards.

Sec. 25: Any contestant shall have the privilege of inspecting and comparing his score card with other score cards of any given contest.

Sec. 26: Any temporary variation of these rules shall be approved by the Rules Committee and published on the rally announcement be to valid and binding.

C. CLASSIFICATION OF CONTESTANTS

Sec. 1: Road Rally or tour contestants shall be classified as:

A. Solo Riders: The operator of the motorcycle
   1. Male
   2. Female
B. Couples: A combination of 1 male and 1 female.
C. Passengers: male or female rider, not an operator of the cycle.
D. Family: Any combination of 3 or more blood or legal relation.

Sec. 2: Three or more contestants shall make a class. If less, those contestants will merge with the next least affected class.

D. CLASSIFICATION OF MOTORCYCLES

Sec. 1: All motorcycles entering dress competition shall be classified to style as:

A. STOCK: The basic motorcycle available from the factory and any factory catalog accessories, plus three non-factory catalog accessories, plus windshield, saddlebags, and turn signals.
B. MODIFIED STOCK: As defined for stock, but having four or more non-factory catalog accessories added.
C. SEMI-CUSTOM: As defined for stock and modified stock plus any non-factory paint.
D. CUSTOM: Any modification of factory metal.

Sec. 2: Each class or style shall be further sub-divided into classes by style according to piston displacement, or vice-versa.

A. LIGHT WEIGHT: To 400cc
B. MIDDLEWEIGHT: 401cc to 900cc
C. HEAVYWEIGHT: 901cc up

Sec. 3: Sidecars shall be a separate class and include all models.

Sec. 4: Three wheel model motorcycles shall be a separate class.

Sec. 5: Three entries shall make a class. If less, those entries shall merge with the next least affected class.

E. SPECIFICATIONS OF MOTORCYCLES

Sec. 1: Under penalty of disqualification, all motorcycles participating in any rally or tour must meet the legal requirements of the State Vehicle Code.

F. CONTEST OFFICIALS

Sec. 1: The principal officer of any road rally or tour shall be the promoting club's Referee. All other persons working the rally shall be responsible to the Referee and he shall exercise general supervision over the affairs of the rally or tour and will act as representative of the RRC Referee.

Sec. 2: All duties as set forth in Article XX of the AMA Rules shall be performed as applicable by the Road Rally or Tour Officials.

Sec. 3: The contest officials shall complete, sign and forward to the RRC Referee, all forms required by the RRC Rules within 5 days.

Sec. 4: The promoting club Referee shall be available at the finish of the rally or tour at all times to settle any questions that may arise.

(Continued next week)

G. OFFICIAL ENTRY FORM

Sec. 1: The following shall be the Liability Release required by all RRC Clubs of all participating entrants of a rally, tour or poker run.

I agree to conform to and comply with the rules governing this rally and any competition thereof. I hereby release and hold blameless the American Motorcycle Asso., the Road Riders Committee, (*) and the promoting club of any liability whatsoever for any injury to myself and/or loss of damage to my property which may occur by reason of my participation in this rally and any activities thereof.

Signed. . . . . .

If under 21 the participant's parent or guardian must sign here . . . . . .

. . . . . .

(* Insert also any specific person or firm needing and demanding release as a prerequisite condition.)

Sec. 2: The following information shall be required of participating entrants of any rally, tour or poker run.

PLEASE PRINT
NAME. . . . . AGE . . . . . .
ADDRESS. . . . . CITY. . . . . .
AMA#. . . . . .EXPIRES. . . . . .PHONE #. . . . . .
MOTOR MAKE. . . . . C.C. . . . . .ENG#. . . . . .LIC#. . . . . .
CLUB NAME. . . . . .
SOLO M. . . .F. . . . PASSENGER. . . . . SIDECAR. . . . . 3 WHEEL. . . . . .

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APRIL 10

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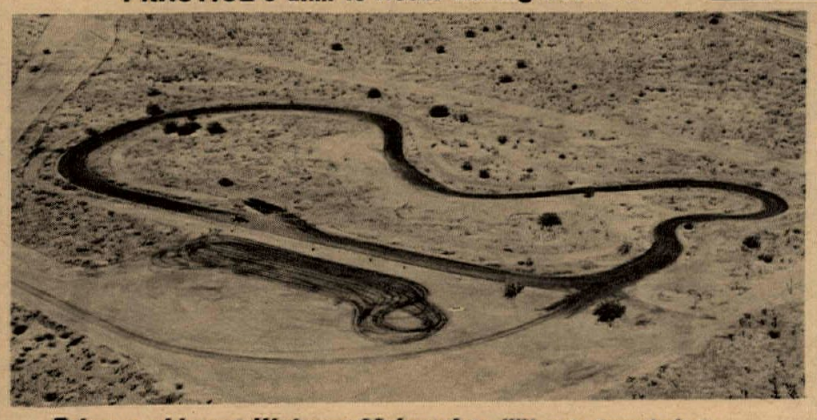

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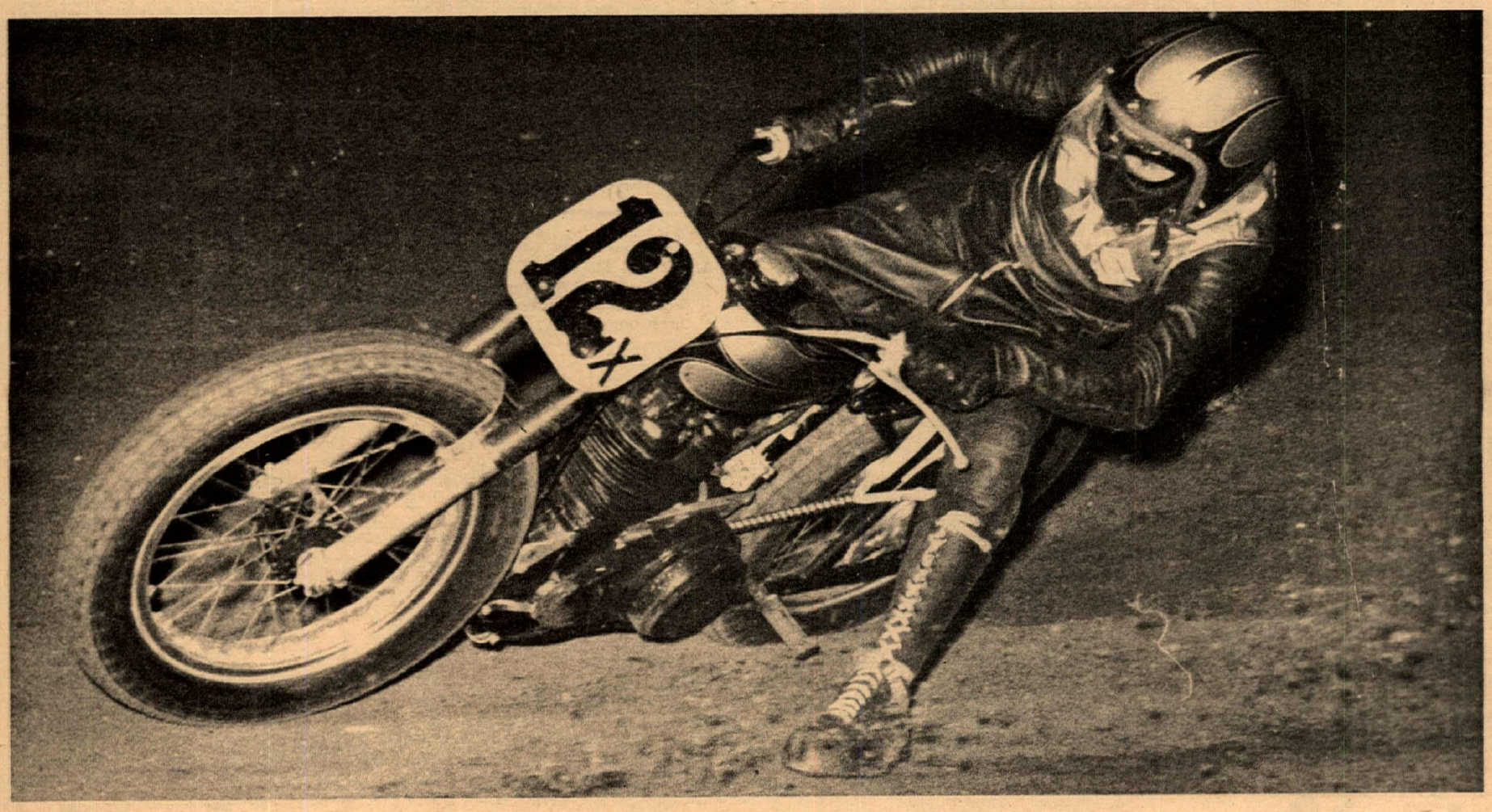

ASCOT APPETIZER

Until opening night of the 1966 Ascot Park ½-Mile season on April 1, feast your peepers on these memorable glimpses of last year's action in the South Turn, caught by Walt Mahony's camera at the height of the season.

On the top, Richard Hammer scowls in hot pursuit of Sammy Tanner one Friday night. Triumph-mounted for Howard Barnes again next season, and going better than ever, Hammer's may become the first vertical twin to dominate the Ascot clay since Sammy first stormed in from Texas.

Middle picture: Least in physical poundage but seldom last in California competition, Jim Nicholson gets our vote as racer of the year. He authored most of "A Motorcycle Journal" currently running in CYCLE NEWS. Learning his profession on four different brands in his Amateur year, Jim moves out of California National Guard training soon after the season opens, and into the Expert campaigns, wearing national number 28. Here he is seen setting the season's Ascot lap record while the fabulous Sims Matchless was in its prime.

Bottom picture: Ralph White, making all the right moves of a Champion, proved to be both dirt and pavement specialist last year. He'll probably remain with Gary Bray's BSA demolition squad in 1966 Ascot battles, as he was most of 1965. This picture shows him crossed-up on Shell Motors' Royal Enfield speedway machine.

RESULTS

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RESULTS OF THE 25th EXPERT ROAD RACE AT DAYTONA

Daytona Beach, Fla., March 20, 1966 (53 Laps)

Pos.	Rider & Home	Machine	Laps
1	Buddy Elmore, El Paso, Tex.	Triumph	53
2	George Roeder, Monroeville, Ohio	H-D	53
3	Gary Hall, Westerville, Ohio	H-D	53
4	Ralph White, Lawndale, Calif.	Matchless	53
5	Larry Schafer, Bladensburg, Md.	H-D	52
6	Wm. Sholly, Camp Hill, Pa.	Triumph	51
7	Chris Draayer, Salt Lake City, Utah	H-D	51
8	Wayne Cook, Richmond, Va.	H-D	51
9	Gary Nixon, Baltimore, Md.	Triumph	50
10	Ted Heil, Medway, Ohio	H-D	50
11	John Graham, Latrobe, Pa.	BSA	50
12	Elmer Morra, Pittsburgh, Pa.	Triumph	50
13	Tom Heil, Dayton, Ohio	H-D	50
14	Ted Davis, Bartlesville, Okla.	Honda	49
15	John Hery, Union, Ohio	H-D	49
16	Neil Keen, Azusa, Calif.	BSA	48
17	Bennie Bowden, Kalamazoo, Mich.	H-D	48
18	Joe Klocow, Canoga Park, Calif.	H-D	48
19	William Werner, Bethlehem, Pa.	H-D	48
20	Ronnie Rall, Mansfield, O.	BSA	47
21	Earl Widman, St. Louis, Mo.	H-D	47
22	Darrel Dovel, Waukegan, Ill.	H-D	47
23	Perry Caudle, Jacksonville, Fla.	BSA	47
24	Gary Nelson, Kenosha, Wisc.	Triumph	47
25	Dave Clark, Stockton, Calif.	H-D	47
26	Jim Hayes, Jr., Kingsport, Tenn.	Ducati	46
27	Ted Hubbard, Concord, N.C.	BSA	46
28	Michael Kott, Hamilton, Canada	Triumph	46
29	Robert Farmer, Plainfield, Ind.	H-D	45
30	Peter Ploskee, Kenosha, Wisc.	Triumph	45
31	Anson Holley, Baton Rouge, La.	H-D	44
32	Jay Lawless, Stamford, Conn.	H-D	43
33	Sid Payne, Bakersfield, Calif.	Triumph	41
34	Yvon Duhamel, Montreal, Canada	Triumph	41
35	Richard Reinhard, Walnut Port, Pa.	H-D	40
36	Don Twigg, Hagerstown, Md.	H-D	39
37	Dennis Happel, Evansville, Ind.	H-D	35
38	Jim Pegram, Columbus, Ohio	H-D	34
39	John Tibben, Villa Park, Ill.	H-D	32
40	Charles Jordan, Lincoln, Neb.	Norton	32
41	Roger Reiman, Kewanee, Ill.	H-D	29
42	Dan Haaby, Los Angeles, Calif.	Suzuki	29
43	Mel Lacher, San Diego, Calif.	H-D	28
44	Art Barda, Chicago, Ill.	H-D	28
45	Billy Lloyd, Langley Park, Md.	Triumph	26
46	James Dour, Richmond, Calif.	Matchless	25
47	Mert Lawwill, San Francisco, Calif.	H-D	23
48	Jim Corpe, Washington, Ill.	BSA	23
49	Tom Rose, Peoria, Ill.	Triumph	19
50	Dick Newell, Elmonte, Calif.	Triumph	18
51	Fred Nix, Lawton, Okla.	H D	18
52	Frank Gayoski, Barberton, Ohio	H D	18
53	Don Vesco, San Diego, Calif.	BSA	18
54	Calvin Rayborn, Spring Valley, Calif.	H D	16
55	Robert Winters, Fort Smith, Ark.	BSA	16
56	Skip Van Leeuwen, Bellflower, Calif.	Triumph	16
57	Tony Murguia, Key West, Fla.	H D	15
58	Clifford Lamb, Elmonte, Calif.	H D	14
59	Robert Hinkle, Brookville, Ohio	Triumph	14
60	Doug Showler, Parma, Ohio	Triumph	12
61	Kenneth Swanson, Jr., Geneva, N. Y.	B S A	12
62	William Bloom, Alexandria, Va.	B S A	11
63	Bart Markel, Flint, Mich.	H D	10
64	Warren Sherwood, Cornwall, N. Y.	B S A	10
65	W. T. Rufner, Ft. Worth, Texas	Triumph	9
66	James Koplinski, Milwaukee, Wis.	B S A	9
67	Edward Wirth, Manhattan Beach, Calif.	H D	9
68	Tom Warden, Dayton, Ohio	Triumph	9
69	Swede Savage, San Bernardino, Calif.	Matchless	8
70	Dick Hammer, Lakewood, Calif.	Triumph	7
71	Dick Mann, Honolula, Hiawaii,	B S A	7
72	Joe Massaros, Springfield, Ohio	H D	7
73	Tom Allen, Athens, Ga.	H D	7
74	Dennis Haven, Hallandale, Fla.	Triumph	7
75	Harold Hammond, Detroit, Mich.	B S A	7
76	Bryon Harnsworth, Redwood City, Cal.	B S A	7
77	Hody Nicholas, Nashville, Tenn.	B S A	6
78	Donald Beasley, Evansville, Ind.	H D	6
79	Bill Ershig, Burbank, Cal.	B S A	6
80	Richard Hardmeyer, Sacremento, Calif.	Triumph	5
81	Harley Phillips, Hutchinson, Kansas	H D	5
82	Jim Leineweber, Chicago, Ill.	B S A	5
83	Edward Moran, Farmingdale, N. J.	B S A	4
84	John Zwerican, Clio, Mich.	H D	4
85	Lyall Sharer, Madison, Wis.	Matchless	4
86	George Montgomery, Gladensburg, Md.	Triumph	3
87	Jerry Baer, Appleton, Wis.	B S A	3
88	Myron Nagorski, Cleveland, Ohio	H D	3
89	Al Gunter, Alhambra, Calif.	Matchless	2
90	George Thomas, Staten Island, N. Y.	B S A	2
91	Cal Janisch, Janesville, Wis.	B S A	2
92	John Hamby, Greensboro, N. C.	Triumph	1
93	Dick Garlepy, Varre, Mass.	Matchless	1

RESULTS OF THE 250cc COMBINED CLASS 100.56

Daytona International Speedway - March 19, 1966 Miles

Pos.	Rider & Home	Machine	Laps
1	Robert Winters, Ft. Smith, Ark.	Yamaha	27
2	John Buckner, LaPuenta, Calif.	Yamaha	27
3	Ralph White, Lawndale, Calif.	Yamaha	27
4	Don Vesco, San Diego, Calif.	Yamaha	27
5	Roger Reiman, Kewanee, Ill.	H-D	27
6	Don Twigg, Hagerstown, Md.	Yamaha	27
7	Bart Markel, Flint, Mich.	H-D	27
8	Gary Nixon, Baltimore, Md.	Yamaha	27
9	Sonny Gager, Jacksonville, Fa.	Yamaha	27
10	Larry Schafer, Bladensburg, Md.	Yamaha	27
11	Cal Rayborn, Spring Valley, Calif.	H-D	27
12	W.T. Rufner, Ft. Worth, Tex.	Yamaha	27
13	Ed Moran, Farmingdale, N.J.	H-D	27
14	Richard Yeagel, Sedalia, Mo.	H-D	26
15	Jim Hayes, Jr., Kingsport, Tenn.	Ducati	26
16	Larry Palmgren, Freehold, N.J.	H-D	25
17	Ken Hayes, Johnson City, Tenn.	Ducati	25
18	Mark Heinemann, Daytona Beach, Fla.	H-D	25
19	Anson Holley, Baton Rouge, La.	H-D	25
20	Herbert Kresge, Bangor, Pa.	H-D	25
21	Richard LaPorte, Newbury, N.H.	Bultaco	25
22	Frank Oldham, Topeka, Kan.	Yamaha	25
23	Homer Saltz, Muscatine, Ia.	Yamaha	24
24	Jim Corpe, Washington, Ill.	Bultaco	24
25	Eddie Adkins, Chambersburg, Pa.	Ducati	24
26	Buster McCreary, Kansas City, Mo.	Ducati	24
27	Charles Jones, Arcadia, Calif.	Yamaha	24
28	Douglas Burton, Bowling Green, Ky	Bultaco	23
29	Tom Allen, Athens, Ga.	Ducati	23
30	Frank Lemming, Columbus, O.	Honda	23
31	Swede Savage, San Bernardino, Calif.	Yamaha	22
32	Charles Southgate, Nashville, Tenn.	H-D	22
33	George Adamac, Jacksonville, Fla.	H-D	21
34	Louis Kramer, Middletown, O.	Yamaha	21
35	Benny Bowden, Kalamazoo, Mich.	H-D	21
36	Yvon Duhamel, Montreal, Canada	Yamaha	19
37	Charles Tokarski, New Rochelle, N.Y.	Ducati	19
38	Richard Brase, Ft. Wayne, Ind.	Ducati	18
39	Jacques DuPont, New Castle, Del.	Yamaha	17
40	Michael Bonnell, Dallas, Tex.	Yamaha	17
41	Ronnie Rall, Mansfield, O.	Honda	16
42	Rodney Garrett, New Windsor, Ill.	H-D	15
43	Eddie Wirth, Manhattan Beach, Calif.	H-D	14
44	Jim McMurren, Nestor, Calif.	Yamaha	14
45	Jim Nicks, Tampa, Fla.	Yamaha	13
46	Al Crisler, Charlotte, N.C.	H-D	13
47	Donald Bilderback, Evansville, Ind.	Ducati	12
48	Torello Tacchi, Chicago, Ill.	Suzuki	12
49	Mert Lawwill, San Francisco,	H-D	12
30	Tom Stelle, Santa Rosa, Calif.	Triumph	22
31	Ben Breeding, Springfield, Ill.	BSA	21
32	David Bentley, Charlotte, N.C.	BSA	21
33	Douglas Parrish, Overland, Mo.	H-D	20
34	Louis Edwards, Baltimore, Md.	BSA	18
35	Carl Rice, Granite City, Ill.	H-D	16
36	James Robinson, Wheatley, Canada	H-D	16
37	Louis Hearty, New Orleans, La.	BSA	16
38	Robert Gerolimatos, Jackson Hgts, N.Y.	Triumph	15
39	Edward Sensenig, Lincoln, Pa.	Triumph	14
40	Tony Diaz, El Paso, Tex.	H-D	12
41	Don Haddow, Don Mills, Canada	Triumph	12
42	Pete Bodette, Playa Del Ray, Calif.	H-D	12
43	Richard Yeager, Sedalia, Mo.	H-D	12
44	Richard Holmlund, Piscataway, N.J.	H-D	12
45	Rodney Garrett, New Windsor, Ill.	H-D	10
46	Gerald, Seguin, San Pedro, Calif.	H-D	8

ACA ROAD RACES

CARLSBAD RACEWAY – March 20, 1966

50-100cc Class

Class I

Colin Jones Hon

Class II

1. Mike Capalite Toh
2. Dave Jones Toh
3. Jerry Senseman Toh
4. John Caryell Yam

100cc Class

1. Jeff Pasternak Yam
2. Steve Pedersen Suz
3. Barry Harriman Yam
4. Allan Woods Yam

125cc Class

1. Bruce Shaw Hon
2. Chief Galbraith Bul
3. L. Shoenfelder Hon
4. Donald Tucker Yam

175cc Class

1. Ralph LeClercq Duc
2. Leonard Mills Bul
3. Robert Seyfert Hon
4. Ken Gardner Hon

250cc Class

1. Steve Gibson Yam
2. Cliff Rohlfing H-D
3. David Damron Suz
4. John Apple Hon

Prod. 50cc Class

1. Ted Furniss Sis
2. Sid Chambers Ben

Prod. 100cc Class

1. Jeff Pasternak Yam
2. Mary Galbraith Yam
3. Gerald Woodside Yam
4. Bill Wright Hod

Prod. 125cc Class

1. Myron Tracy Hon
2. David Damron Toh

Prod. 175cc Class

1. Frank Smith Suz

Prod. 250 cc Class

1. Pete Neuer Duc
2. Gary Nakano Suz
3. Lawrence Hynan Suz
4. John Caryell Yam

Prod. 350cc Class

1. John Clarke Hon
2. Ed Ford Yam

500 cc Class

1. Vic Manuelli Hon

Open Class

1. Bill Holst Tri
2. Wallace Shaw H-D
3. Hugh McLean H-D
4. Sterling Goin Nor

350cc Class

1. B. Fleckenstein Hon
2. Hugh McLean Hon
3. Steve Knight Hon
4. James Sitz Cot

Open Class

1. Ron Christie Nor
2. Tom Hoyt Tri
3. Francis Wurz Nor

SANDBLASTERS HARE SCRAMBLES

Sunday March 13, 1966

1. Larry Berquist	BSA	1st Op.Ex.
2. Dick Vick	Tri	2nd Op. Ex.
3. Mike Patrick	Nor	3rd Op.Ex.
4. Gary Conrad	Gre	1st 250 Ex.
5. Steve Statts	----	1st Op.Am.
6. H. Greenlee	Tri	4th Op.Ex.
7. Howard Jackson	Tri	5th Op.Ex.
8. Gary Preston	Tri	6th Op.Ex.
9. Bob Belt	Gre	2nd 250 Ex.
10. Steve Hurd	----	7th Op.Ex

TRAIL BIKES

1. Jack Morgan
2. Ron Matheny
3. Frank Morgan
4. Steve Hedgecoth
5. Rich Walden Jr.

LIONS RESULTS

Street

A – Ed Mc Donald	H-D	12.53-107.14
D – Tony Pagliari	Hon	15.56-80.78
D – Leroy Wyman	Hon	14.41-88.14
E – Rod Knox	Suz	15.67-78.87
F – Jeff Brown	Hon	18.45-65.07

Gas

A – Burt Proctor	H-D	12.60-103.68
B – Mike Tucker	Tri	------ -109.00
D – Larry Mc Clellan	Hon	13.67-93.56
E – Bob Braverman	Yam	13.30-98.25
F – Mike Omara	Yam	24.03------

Fuel

A – Murray Cook	Tri	11.36--------
B – Chuck Adams	Tri	11.65-120.64

FONTANA INTERNATIONAL DRAG RACEWAY – March 20,

A Street

A. C. Sherwin H-D

A Street Optional

"Boots" H-D

B Street Class

Julio Pliego Tri

B Street Optional

Darwin Maxwell Tri

D Street Class

Gerald Longden BSA

D Street Optional

Randall Baselt Hon

E Street Optional

Steve Rowles Suz

F Street Class

Bob Revett Hod

B Gas Class

Don Antonucci Tri

D Gas Class

Al Gonzenbach Hon

E Gas Class

B. Mastines Yam

E T Brackets II

Don Mc Evoy Tri

E T Brackets IV

Nira Johnson Tri

STANISLAUS M.C. SCRAMBLES

Modesto – Sunday March 13, 1966

50cc

1. Orville Schutz
2. Fred Mc Farland

90cc

1. Roger Smart
2. Crosby Chestnut
3. Mike Corcoran

Powder Puff

1. Debbie Jackline
2. Sherry Noble

125cc

1. Don Hickman
2. James Peck

200cc Nov.

1. Don Hoffman
2. Ross Rusell
3. Ron Darling
4. Jay Kanamoto

200cc Am.

1. Gene Conant
2. John Dotson

250cc Nov.

1. Mike Cosner
2. George Newsom
3. Raymond Kuljis

250cc Am.

1. James Odom
2. Robert Hager
3. Nate Toplar

250cc Ex.

1. Jerry Griffith
2. Jim Monegan
3. Don Key

350cc Nov.

1. Bob Noble
2. Steve Mc Conts
3. Howard Sutton

500cc Nov.

1. Bud Maskiehany
2. Kenneth Godfrey

500cc Am.-Ex.

1. Ray Huff
2. Bruce Anderson
3. Nate Toplar

HAWTHORNE GOPHERS

BAY MARE – March 20, 1966

50cc Am. Ex. Main

1. Tony Mason Yam
2. Tom Sherman Suz
3. Bob Peck Hon
4. Mike Brown Hon
5. Jim Coughran Hon

100cc Nov.

1. Tom Sherman Hon
2. Linus Beall Hon
3. Paul Coberly Hon
4. Don Affleck Yam
5. Dave Luck Suz

100cc Am. Moto

1. Jim Paulnott Hon
2. H. Mendenhall Yam
3. Bill McClelland Suz
4. Gary Bailey Yam
5. Mike Harrison Hod

100cc Ex. Moto

1. Keith Mashburn Hon
2. Kirk McDowell Hon
3. Don Alfred Hon
4. Keith Kruser VT
5. Jim Brown Yam

175cc Am.

1. Geo. Omo II Mon
2. Steve White Mon
3. Mike Aum Mon
4. Mikey Alzola Mon
5. Bob Zithar Bul

175-200cc Ex. Moto

1. Steve Scott Bul
2. Lee Stumpenhaus Gre
3. Ron Cox Bul
4. Dewayne Jones Bul
5. Jim Connolly Mon

200cc Am.

1. John Riggen Bul
2. Dale Goetz Bul
3. Mike Smith Bul
4. Paul Studle Bul
5. John McCoy Bul

250cc Nov.

1. Johnny Carbonne Bul
2. Darryl Scalla Bul
3. George Clark Bul
4. Dan Carlston Gre
5. Dennis Miller Bul

250cc Am.

1. Jerry Hansen Bul
2. Gary Bailey Mon
3. Mike Morrissey Bul
4. Don Northern Hon
5. Hoppy Hopkins Bul

250cc Ex.

1. David Ham Bul
2. Steve Scott** Bul
3. Geo. Omo Jr Mon
4. Sam Thomas Bul
5. Don Guinn Hon

**Disqualified

21" Am. Moto

1. Bob Lount Hon
2. Robt. Jencks Hon
3. Buddy Duncan Hon
4. Al Eckridge Hon
5. Jim Holbrook AJS

500cc Am. Moto

1. Victor Neill Tri
2. Dick Alexander Tri
3. Bruce Jackson BSA
5. Ernie Sass Tri

Open-Am Main

1. Gary Bailey Tri
2. Albin Dygert Tri
3. Jerry Hawkins Tri
4. Mike Morton Tri
5. C. D. Gerardy Tri

21" - 500cc Ex

1. Chuck Minert BSA
2. Monte Darling Hon
3. Dan Kelly BSA
4. Darwin Ballard BSA
5. John Heynemann BSA

500cc Nov. Main

1. John Verardo Tri
2. Jan Bandringa BSA
3. Bill Murphy Tri
4. Geo. Boyd Nort
5. Jim O'Neal Nort

Open Ex. Moto

1. Dusty Coppage Tri
2. Loren Andrus Tri
3. Harlen Bast Tri
4. Don Jones BSA
5. Jim Stumis Tri

Open Nov. Main

1. Mike Posey Tri
2. Joe Garban BSA
3. Dave Welch Tri
4. Geo. Rodkey Mat
5. Dick Kellstrom Tri

DEHESA SCRAMBLES

March 20, 1966

90cc Nov. Semi Main

1. Richard Woods Yam
2. Bill Bowman Hon
3. Richard Roll Yam
4. Richard Simms V.T.

90cc Nov. Main

1. Robert Sharp Yam
2. Terry Mulkey Hod
3. Leon England Hod
4. Clyde Foster Hod

90ccEx. Moto Cross

1. Chuck Baker Zun
2. Warren Ramsey Zun
3. Richard Foster Yam
4. Wayne Hosaka Hod

200cc Moto Cross

1. Harold Mathews Hon
2. Julian Cogan Bul
3. Bud Willis Hon

250cc Nov. Semi Main

1. John Harrison Hon
2. Joe Phillipson Hon
3. Robert King Gre
4. N. L. Summey Duc

250cc Nov. Semi Main

XX

1. Rex Mc Combs Hon
2. Larry Bishop Bul
3. Ken Ashby Hon
4. Ted Berryman Bul

250cc Nov. Main

1. Boscoe L. Burns Bul
2. Richard Woods Duc
3. Gordon Johnson Gre
4. Sam Gray Par

250cc Amt. Semi Main

1. Robert Sharp Yam
2. Pete Davies CZ
3. Nick Nicholson Mon
4. Larry Williford Duc

250cc Amt. Main

1. Jeff Willis Gre
2. Don Harris Hon
3. Pete Davies CZ
4. John Welshaupt Bul

250cc Ex. Moto Cross

1. Dick Mills Bul
2. Harry Hayes CZ
3. Butch Rowland Bul
4. Floyd Roach Bul

Open Nov. Semi Main

1. Fred Bevan Tri
2. Steve Schmitt Tri
3. Lewis Baker BSA
4. Gary Smart Tri

Open Main

1. Phil Nowakowski Tri
2. Mike Goodwin Tri
3. Fred Williamson BSA
4. Lewis Baker BSA

Open Ex. Moto Cross

1. Vern Gilliihan Tri
2. Travis Petton Tri
3. Leo St. Germaine Tr.
4. Ralph Calloway Tri

Powder Puff Moto Cross

1. Marsha Whitten Yam
2. Christine Wanket Yam
3. Carol Gooding Yam

RESULTS OF AMATEUR 100-Mile RACE

Daytona Fla., March 18, 1966

Pos.	Rider & Home	Machine	Laps
1	Kenneth Ridder, San Francisco, Calif.	H-D	27
2	Dennis Schoenfeldt, Houston, Tex.	H-D	27
3	Michael Bonnell, Dallas, Tex.	Triumph	27
4	Ray Hempstead, St. Petersburg, Fla.	Norton	27
5	George Adamac, Jacksonville, Fla.	H-D	27
6	Richard Hayes, Westminster, Calif.	H-D	27
7	Warren Flickinger, Denver, Colo.	H-D	27
8	Ron Gutshall, Camp Hill, Pa.	Triumph	27
9	Dave Jackson, Toronto, Canada	Matchless	27
10	John Schiesser, Sturgeon Bay, Wisc.	H-D	26
11	Jimmy Ross, Augusta, Ga.	H-D	26
12	Ron Widman, St. Louis, Mo.	H-D	26
13	Arthur Ninci, Kansas City, Mo.	H-D	26
14	Lee Patterson, Fresno, Calif.	H-D	26
15	Oliver Voorhees, Selden, L.I., N.Y.	H-D	26
16	Tom Heyser, Highland, Md.	BSA	26
17	David Ingram, Hammond, Ind.	H-D	26
18	Howard Jacobs, Chicago, Ill.	H-D	26
19	James Skinner, Auburn, Ala.	BSA	26
20	Larry McBride, Denver, Colo.	H-D	26
21	Eddie Adkins, Chambersburg, Pa.	BSA	25
22	Mike Moore, Vandalia, Ohio	BSA	25
23	Gene Lorge, Mobile, Ala.	Triumph	24
24	Leroy Ferry, San Antonio, Tex.	Norton	24
25	Rod Pink, Yonkers, N.Y.	H-D	23
26	Mike Skyberg, Tulsa, Okla.	Triumph	23
27	Ronald Lacher, San Diego, Calif.	H-D	22
28	Dennis Bullock, Mansfield, Ohio	H-D	22
29	Denver Moore, South Shore, Ky	BSA	22

Cycle Alley

By R. A. EBELING

Which machine is really the fastest? I have heard this question many times, and the best answer is to point at the world record book and say "there it is."

HOW TO SET A WORLD'S RECORD WITHOUT REALLY TRYING

Saturday, March 26th, the gates at Lions drag strip will open at 10:00 a.m. and ¼-mile record making and braking will continue through Sunday, except for a short rest between 11:00 p.m. Saturday and 9:00 a.m. Sunday.

World Records are to be set or bettered in all of the classes established by A.H.R.A., if there are entries, so come and give it a go. This is your chance (only) to set a record without really trying.

These are the classes: STOCK & SUPER STOCK DIVISIONS – A/B Over 1200cc, B/B 1000cc to 1200cc, C/B 883cc to 999cc, D/B 750cc to 882cc, E/B 650cc to 749cc, F/B 500cc to 649cc, G/B 450cc to 499cc, H/B 350cc to 449cc, I/B 305cc to 349cc, J/B 250cc to 304cc, K/B 300cc to 249cc, L/B 175cc to 199cc, M/B 150cc to 174cc, N/B 125cc to 149cc, O/B 100cc to 124cc, P/B 90cc to 99cc, Q/B 80cc to 89cc, R/B 65cc to 79cc, S/B 50cc to 64cc, T/B Under 50cc.

MODIFIED & DRAGSTER DIVISIONS – MG/A Over 1000cc, MG/B 650cc to 1000cc MG/C 450cc to 649cc, MG/D 305cc to 449cc, MG/E 250cc to 304cc, MG/F 175cc to 249cc, MG/G 125cc to 174cc, MG/H 80cc to 124cc, MG/I Under 80cc.

If you have any questions about the class divisions or the meet call me at: (code area 213) 966—1891.

"FLYING QUARTER MILE"

Mike Tucker and his 650 Triumph were the winning combination in the B gas class at Lions drag strip. Mike is sort of a "devil may care" and "I'll try anything once" fellow. To prove this he has set an unofficial record for B gas bikes at Lions. The bike was staged some 50 yards before the lights. When the starter gave the signal it was "banzai"! With the tire throwing gravel and smoke, Mike passed the "start" timing lights at an undetermined speed but, when he reached the end of the quarter mile the Elapsed Time clocks read 9.69 seconds and a speed of 116 mph! Mike stated that the rolling start made the run feel just like Bonneville.

Suzuki really has the 250cc class upset. Rod Knox won this displacement class turning 15.67 — 78.87 with a stock Suzuki. Earlier this bike ran the quarter in fifteen seconds flat at 83 mph! As a result two class competitors riding different make machines asked "do we have to race that one? It has more power and an extra speed in the trans!" Yes, they will have to race them and try to beat them. Its not going to be easy but someone will wish to boast of their "Suzuki eater".

One great conversion was created by George Utterback and John Muller for their Harley. Push rods from a Buick (straight eight) were altered and fit to the bike. They are stronger and lighter than Harley stocks. So *light* that at first the Buicks were thought to be hollow, they aren't!

Sunday, March 27th, is the opening day for bikes at Irwindale and each following week they will run on Saturdays. Remember, "Cycle News" and I will see you there Saturday, April 2nd. P.S., Saturday night my Honda 450 turned 12.61 E.T. and 112 mph, running out of gear before the lights!

Sunday, April 3rd, Lions drag strip will present a two out of three match race between Les Ritchie's "Famous" Ford Mustang and a twin engine, fuel-burning Triumph. Mr. Ritchie claims that he will really show the bike what "Hole Shot" means when the lights turn green!

HARDHATS BY THE NUMBER

Latest headcount of motorcycle riders shows the sport is going for another record number of enthusiasts this year.

Protecting all those heads is the job of the booming safety helmet industry, which was recently joined by its newest member, American Sports Company. During a recent visit to ASC's Gardena factory, Cycle News saw hundreds of "FURY" helmets going together. ASC uses a vacuum molding process to make the colorful outside shell. This is then bonded to a fiberglas inner shell and after cutting and trimming, the inside padding and upholstery is stitched in place.

In the photo, plastic color shells cure on racks while designer-manager Frank Stone and a workman continue to develop mass-production techniques.

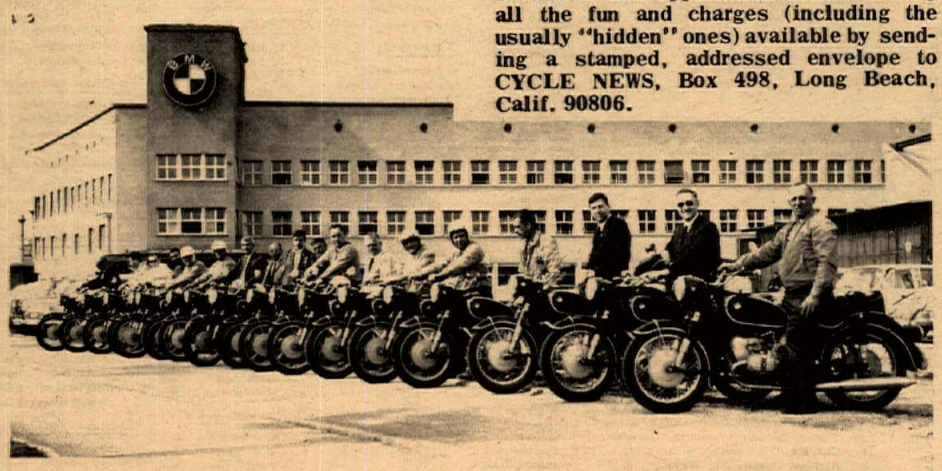
SEE HOW THE OTHER HALF LIVES

Want to come away with us to the land of Adventure and see all the beautiful and strange places?

In fact, the best way to get the real feel of a foreign country is to tour by bike, the way the natives do. The coming 1966 European and Isle of Man Rally is a chance to go native or first class, as your whim desires. For 21 days your needs will be provided by KLM Royal Dutch Airlines, Triumph and BMW factories, and MOTOURS, the reputable San Diego travel agency who, under the leadership of So. Calif.'s own Edison Dye, have put together a travel bargain, priced at darn near $2000 that should satisfy the wanderlust and give you factory delivery of that Triumph or BMW at the same time.

Traveling by motorcycle is never dull and the more the merrier.

Photograph shows a portion of the Americans of last year's rally, taking delivery of their new BMW's at the Munich works. Triumph buyers take delivery at the Coventry (England) factory. The rest of the trip, which climaxes with viewing the 1966 Isle of Man TT races, is too much to describe here. We have illustrated brochures and application blanks listing all the fun and charges (including the usually "hidden" ones) available by sending a stamped, addressed envelope to CYCLE NEWS, Box 498, Long Beach, Calif. 90806.



BUCKLE MY SHOE

Leave it to the British to come up with sturdy footwear for the motorcycle sportsman. These moto-cross boots strap on with a dozen buckles to make your legs impervious to underbrush, mud, small rocks and low-flying woodpeckers. Soles are neatly wedged with a small indentation for gripping the peg. The hard leather soles make a delightful skidshoe on either foot. Uppers are thick cobbled leather, stitched to perfection.

We wore a sample pair while cycle-chasing rabbits through the thick underbrush around Lake Elsinore, many a hard dry twig breaking against the leather. The boots, and thankfully, our tender legs, received nary a scratch from the days' brush-busting.

The English Scrambler boots are by Sources Limited, 7850 Birchcrest Rd., Fullerton, Calif.

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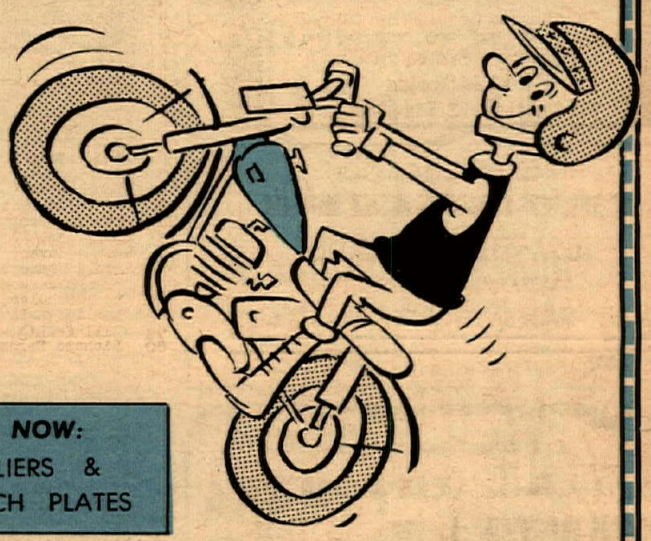

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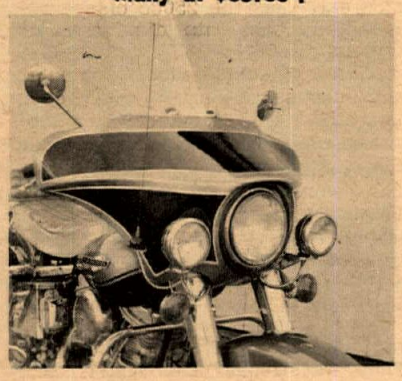

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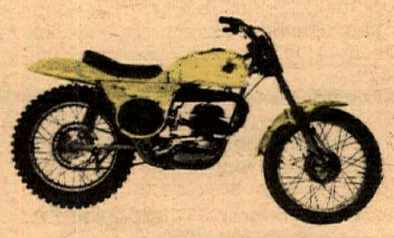
1 st 175-200 -Ex. Moto STEVE SCOTT - BUL
1 st 250 Am. Main JERRY HANSEN- BUL
1 st 250 Nov. Main JOHN CARBONE - BUL
1 st 200 Am. Main JOHN RIGGEN - BUL
DEHESA
1 st 250 Ex. Main DICK MILLS - BUL
1 st 250 Nov. Main BOSCOE BURNS - BUL



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DAYTONA Con't. from page 3

On the line for the big one with less than three minutes to go, Fulton decided to change spark plugs. One of them was cross threaded and the machine would not start. The officials pushed him off the track and the flag dropped. The leaders were heading for the back stretch when Walt got off the line—in dead last position.

The blue and white clad rider rode smoothly and fast to shoot through the pack and pass as many as 20 riders at a time to finally take the lead on lap six.

He twice gave it away by missing shifts and taking the famed banks too high. Back he would come and it was Fulton and Suzuki in for the win with over 25 seconds to spare at the finish!

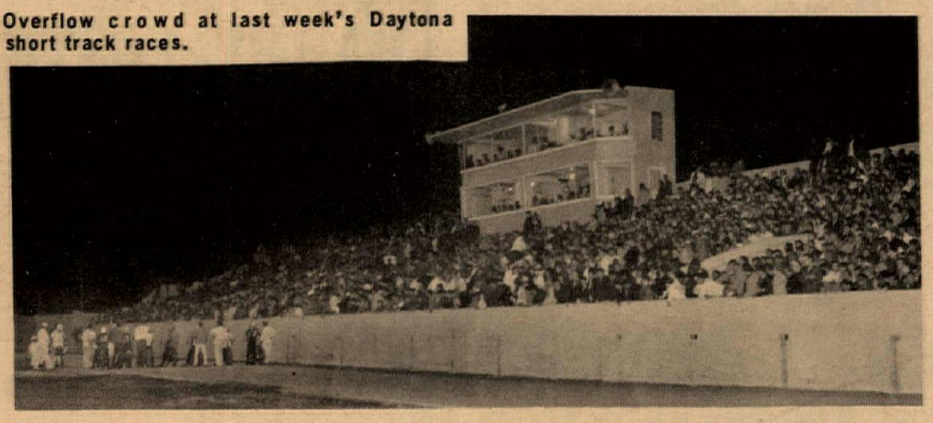
Jim Deehan was the early leader until his bike slowed down. Ron Pierce also was a front runner with the pack early in the race. Fulton was the only double winner during the entire speed week.

(Results on page 12)

THE FINISH LINE

By ROXY ROCKWOOD

Overflow crowd at last week's Daytona short track races.



Without a doubt this was the finest year for the AMA in Daytona. The races were far superior to anything presented in the past. The entire show has just about outgrown the six days that it now takes to run.

Every race had a record crowd over any other year since the races were moved to the speedway. It rained often early in the week and then did a complete reverse with perfect racing weather prevailing when it really counted. Here are some of the notes of interest.

Once again Leonard Andres had the fastest qualifing machine, It would be rare if he failed to grab off the pole position... **Cal Rayborn and Mel Lacher are now officially known as the "San Diego Racing Team"**... Mel blew one of his engines during the week but was running well early in the race... 200 winner Buddy Elmore rode at Ascot three years ago a few times as an amateur.... Goodyear tire Co. was in the pits selling skins for $47.00 per copy... They were offering $200.00 to the 200 winner if he had a Goodyear on - $100.00 to the 250cc winner... Yamaha, Suzuki and Bob Hansen's "Team Hansen" the three racing team entries that really showed the rest of the brands what a racing team should look like with matching cycles, leathers and pit crew uniforms... **BSA-Western also goes on this list for that extra effort that will help make cycle racing more professional...**

Hansen again coming up with the fastest pit stop of the day on Sunday with Ralph White in and out for gas in a shade over nine seconds... White also the rider with the best two-race performance with a third and a fourth... **The two most nervous guys in Daytona all week? Leo Lake for Yamaha and Fred Moxley for Suzuki...** Leo had pressure to repeat last year's sweep, Moxley sweating out the first attempt for Suzuki at big time racing... Happiest guy in Daytona? Walt Fulton Sr., Walt Jr. was a close second...

Buddy Elmore's dad, Mason, on the verge of tears in the winners circle. He and Buddy worked long and alone all week in a far corner of one of the garages, no limelight prior to the race but plenty from now on... **Nixon rates Elmore as one of the five best on the pavement...** That comes from a guy that is in the same group in anybody's book... Hammer again proving for a few laps that he can best anybody and anything if the bike stays together... **John Buckner, an amateur in the AMA, riding like a proven expert all the way...** John leaves road racing soon to become an airline pilot... Good sport award to Buddy Parriott, a rare spill gave him his first racing injury in 20 years, yes 20... Parriott's Norton twin left sitting in the corner at race time with Bob Winters taking over his Yamaha and winning the race...

Mert Lawwill on the fastest 250cc rig during the practice days... Yamahas running slower than last year's jobs--until race day... **Sam Corona's Yamaha racer stolen out of the pits the day after the 250cc race...** Sam says it would have never happened if his rider, Dickie Newell had not talked him into painting it up real nice and pretty for the race... Both Yamaha and Suzuki are ready to enter their teams for the second time out at the AMA road race slated for Carlsbad in mid-May... They will then take the teams to Ft. Worth, Texas the following week for a first time pro race at the new Green Valley Raceway...

200 MILE CHAMP TO CARLSBAD?

Carlsbad track owner Sandy Belond now contacting Buddy Elmore about coming out for the May race that will run both the 250's and the big bikes... Novice riders at Daytona looking and riding like veterans, Ron Pierce, Jim Deehan and Fulton... Calif. usually very short on talent in this class, not this year... These three could have run 1-2-3 with a little luck... Washington's Larry Schafer entering an H-D for the 250cc race and then switching to a Yamaha for the event... **He finished high but we'll bet that Cycle News is the only publication to catch the switch...** The new BSA twins running much faster than the older singles... With a little more effort they will be contenders next year... Ted Wassell over from England for the race... I gave him my official's cap and armband... Says he is going to wear them at the Isle of Man race in June...

ON WITH THE POINTS RACE

Credit Norm Lee's pit crew with an extra effort. Pete Brown and Woodie Leone pumped over 129 mph out of the same engine that timed in last year at 114 mph... The little black cloud still following Skip Van Leeuwen at Daytona ...for more reasons than one... Carroll Resweber showed up right before race time from Texas... He's looking great and feeling the same but no more cycle racing... Ed Kretz Sr. and wife Mary down for the week and Ed running into many of the old time beach racers... Both nights of short track racing found the stands jammed to the hilt... Over 200 fans were turned away the second night... **Ask Montesa man Kim Kimball how much trouble it is to ship cycles to Daytona...** It would fill a big book... Webco boys, Tom and Bob again hosting a party to end all parties for all their many friends... I wished I would have passed it up for many throbbing reasons ...Calif. riders and equip ment again showing the rest how they should look but the rest are starting to catch up... The national point race is now on with Geo. Roeder and White sitting in the drivers seat...

SAN FRANCISCO CYCLE SCENE

By Darryl Skrabak

(Continued from last week)

BUSINESS GROWTH

The business side of motorcycling continues to grow in the San Francisco area just as it does elsewhere in California. But one setback will be suffered when the BSA distributorship heads south.

Since BSA came to the United States it has been distributed to the West from Oakland, via the firm headed by Hap Alzina. A similar operation headed by William Johnson served Triumph in Pasadena.

Now both the Triumph and BSA firms are to share headquarters in Duarte. Both firms are under the control of the BSA manufacturing group in England.

According to Pete Colman, who for years served Triumph at Pasadena and was named to head BSA Motorcycles — Western after Alzina's retirement, a compelling factor in the move south, is sales in the all-important Los Angeles market. Triumph has consistently outsold BSA three-to-one in LA, according to Colman, and he feels Triumph's southern distribution provided the edge.

MORE RIDERS – LESS GROUND

With the continued growth of population around San Francisco, the attrition of off-the-road playgrounds has increased. Where ten years ago dirt riders on an outing would mount up in front of their garages, now most embark in cars with their machines in tow, so much has the number of highway miles to their destinations risen.

San Francisco itself once offered hills for an evening's ride. McLaren Park, for instance, provided many a rider's first non-pavement venture. Now McLaren, named for the creator of famed Golden Gate Park, has been "improved" into a golf course.

Last year the off-the-road sport suffered its greatest setback, Marin County, an area of comparative wide-open spaces which holds down the northern end of the Golden Gate Bridge, closed its fire roads to motorcycles.

The county board of supervisors, which passed the anti-bike ordinance, is admired by the motorcycle community neither for the effect of the rule or the manner in which the rule was made law.

According to Marin County dealers, the supervisors did not consult them, clubs or other obviously interested organizations prior to considering the ordinance. And by the time motorcyclists learned what was afoot, it was too late to organize any effective opposition.

At the present time there are only two locations close to San Francisco where the future of dirt riding for fun is reasonably assured. One is in Oakland, where the county Park and Recreation Department has for years staked several acres of park land with a sign reading "motorcycles only."

The other location is in Richmond, where the Richmond Ramblers Motorcycle Club enjoys the use of hills surrounded by shipping and oil facilities.

A few years ago the Oakland playground was adequate, but these days it can get mighty crowded on a Sunday afternoon, both with motorcycles and spectators. Some riders hope the area will be enlarged.

The future of dirt riding for fun near metropolitan areas may lie solely in such motorcycle parks as those in Oakland and Richmond. Motorcyclists with an eye towards conserving the sport would do well to work for the establishment of similar parks in other areas while there is still time, and space.

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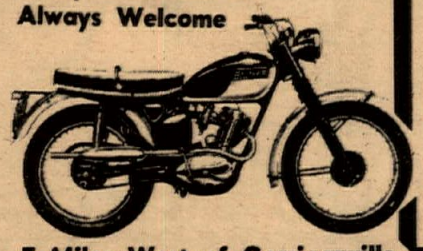

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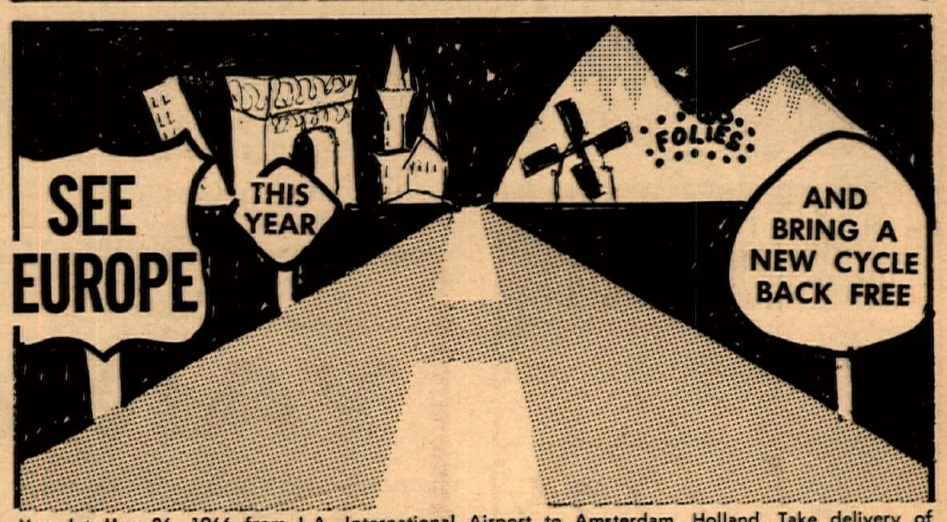

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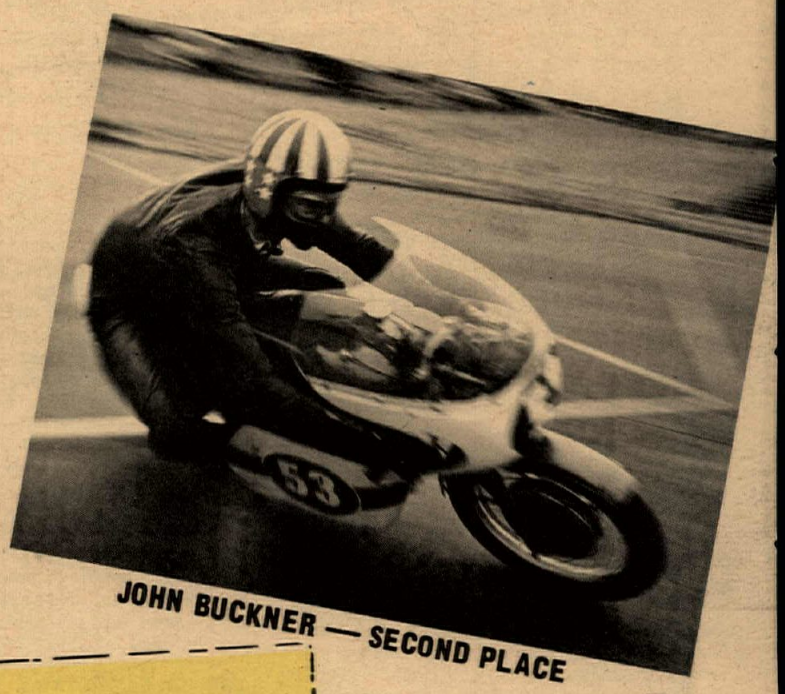

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